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11 SEPTEMBER 2015



WELCOME TO THE SEPTEMBER ISSUE!

Wow! Thirty years. Three decades. That's how long the Sierra Cosworth has been dominating the streets, striking fear into the hearts of supercar owners, and making young boys go weak at the knees!

I know, because I was one of those young boys. I can remember the rush of blood that just seeing that iconic whale tail used to cause. And while all my mates (who clearly knew nothing about fast cars!) used to rant and rave about the stereotypical German and Italian machines, my money was always on the Cossie!

And the original three-door Sierra was the best. Capable of supercar-slaying speeds combined with the practicality of an everyday runaround, the Cossie epitomises what fast Fords are all about. How can you not love a working man's car that can give some so-called auto-exotica a good spanking!? And in many ways, that's the reason for an entire generation falling in love with the mighty Blue Oval!

But with values rocketing through the roof, the Sierra Cosworth is slowly but surely moving out of the reach of most 'working men' and firmly into the grasp of classic car collectors.

So, before they all end up tucked away under a cover as a financial investment, we thought we'd celebrate the

Cossie's 30th anniversary with a special issue dedicated to a true fast Ford legend! So the September issue has 30 pages (see *what we did there?*) solely devoted to the mighty three-door!

These include a group gathering at Santa Pod, the story of how the

Sierra Cosworth came to be, full tech details, and all the buying, owning, and tuning advice you'll ever need.

We've even thrown in a double-sided Sierra Cossie poster too!

But it's not all about the Cossie this month, we've also got features on an Auralis Blue S1 RS Turbo, a 430bhp Mk2 Focus RS, and a Mk3 Focus ST on air suspension, plus show reports and more...

Enjoy the mag!

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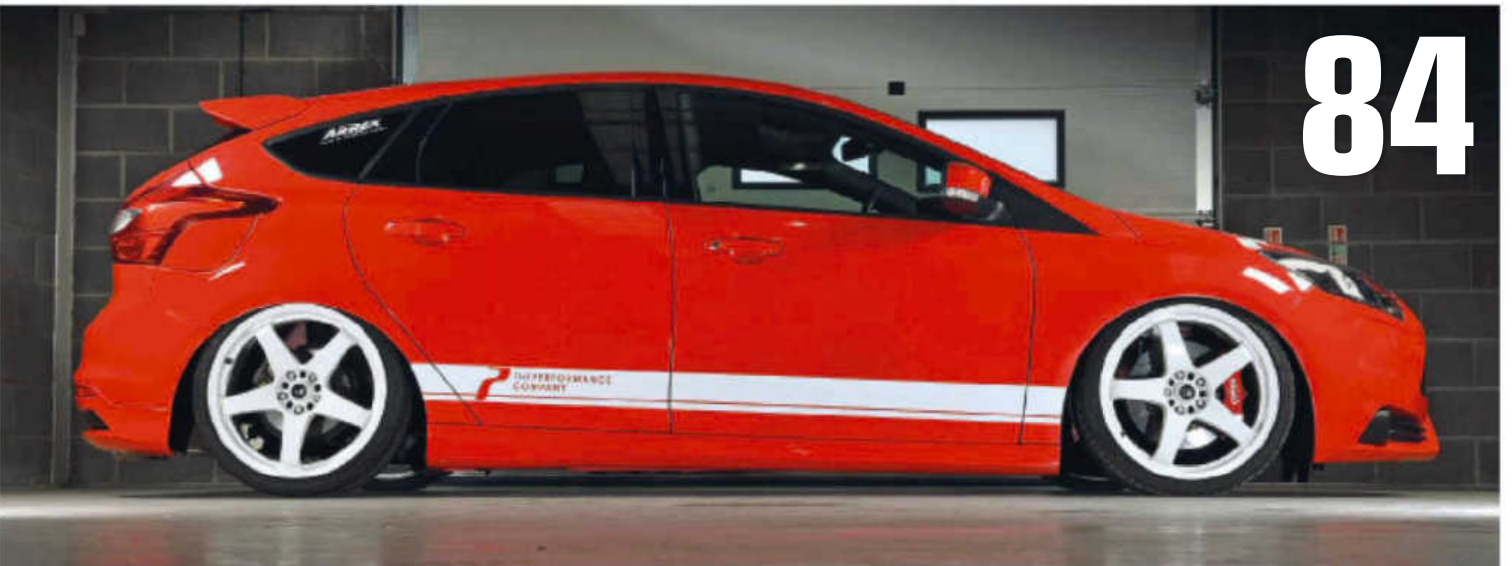
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Another Blue Oval is pulled from the vaults

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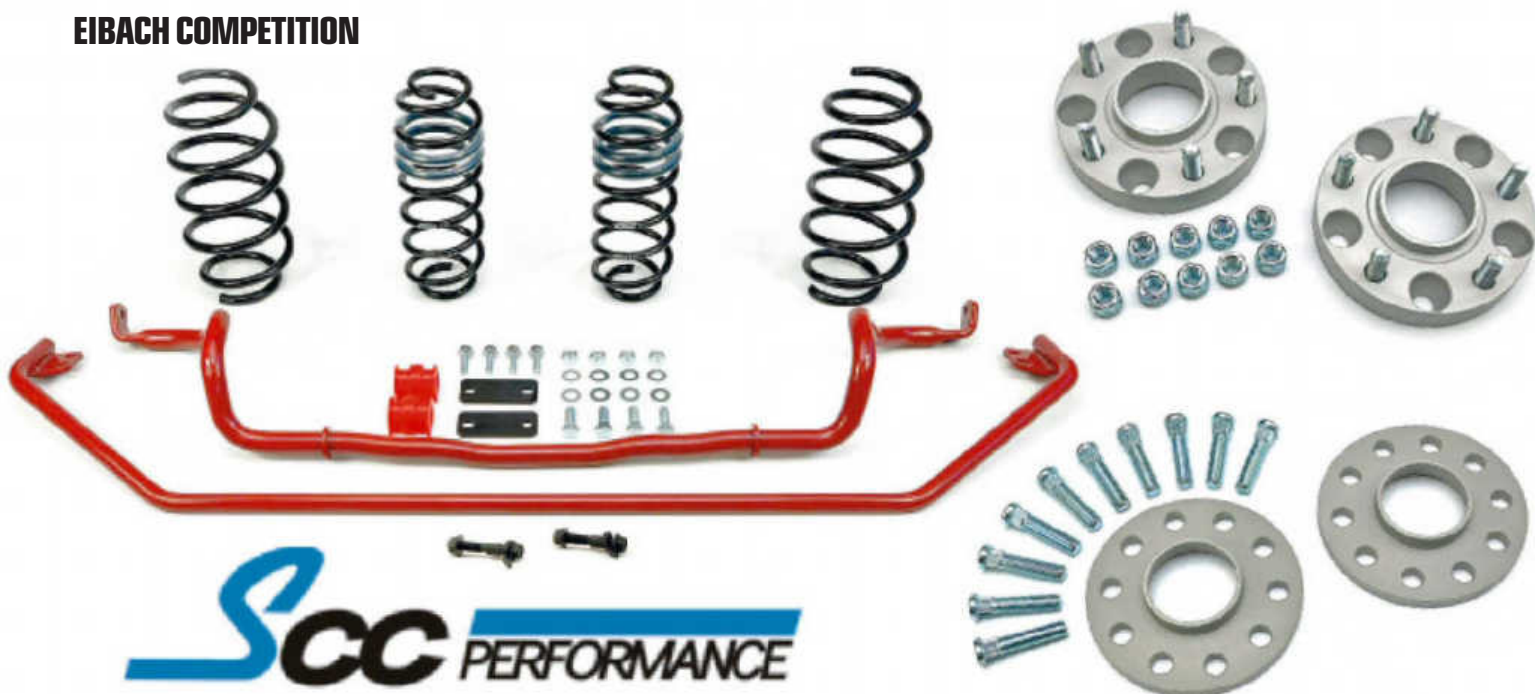


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And thanks to Eibach's partnership with Hertfordshire-based Ford tuners, SCC Performance,

you won't even have to worry about getting your hands dirty fitting everything, as that's all part of the prize! All you need to do is bring the car to SCC's workshops and watch as they fit everything and get your fast Ford setup exactly how you want it. On top of this, a *Fast Ford* photographer will even be on hand to shoot the process for a fitting guide feature in an upcoming issue too!

Tempted? Then head over to the Eibach website (www.eibach.com) to check out all the goodies available and see what you would choose if you were the lucky winner – it might also be a good place to look for the answer to a certain question – hint, hint!

HOW TO ENTER

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(*typical value, exact costs will vary depending on winning vehicle and products available)

Terms and conditions

It is a condition of entry that the fitting must be carried out by mutual arrangement and agreement between the prize winner and the staff of St Albans Car Clinic, Eibach UK and Fast Ford, at the workshops of St Albans Car Clinic, St Albans, Hertfordshire, where the fitting will be photographed for a full article, to appear in a later edition of the magazine. The vehicle should have no other mechanical issues needing attention and the winner must be prepared to travel there at their own expense and make sufficient time for the fitting and photography. The winner will be advised

to ensure that their insurance will adequately cover the modification. Any extra work over and above the fitting will have to be paid for by the winner. St Albans Car Clinic are responsible solely for the parts fitment, Eibach UK is responsible for any parts warranties. Please indicate if you are not happy to receive further information from either Fast Ford or Eibach UK.

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BLUE STEEL

Tired of seeing rows of Diamond White S1 RS Turbos at shows, Nathan Baker decided to set off down a different route with his car, and the results are truly spectacular...





Some cars are so closely and firmly associated with a particular colour that it's hard to think of them sporting anything else. In fact the motoring world is littered with examples of cars that, when you recall them in your mind's eye, only appear in a certain shade or hue. Of course Ferrari and Rosso Corsa and Aston Martin and British Racing Green are among the most famous, but the world of Fords has its own sacred cows and models that, for one reason or another, come packaged with pre-set ideas about what colour they should be painted. Imperial Blue and the Mk1 Focus RS and Racing Puma will forever be linked, the

Mk2 Focus ST is famous for its Electric Orange hue, while it's hard to picture a Mk2 Focus RS without Ultimate Green cropping up close behind. And if we asked you to recall a S1 RS Turbo, then chances are it'll be a Diamond White car that springs to mind. Now we're well aware of the reason behind this; the S1 RS was only available in that colour (bar a very few exceptions of course), and as the numbers of surviving cars has dwindled, their values have rocketed upwards. That means that very few people want to risk harming the resale value of their particular car by painting it a different colour, hence why most Ford



“It shouldn’t be surprising that this old school engine can churn out 230bhp”

shows feature a good number of immaculate Diamond White RSs. Luckily there are exceptions to the rule, hence why you’re looking at a stunning Auralis Blue S1 RS Turbo right now. It’s been built by Nathan Baker, a man with an impressive CV of fast Fords and a keen eye for detail.

“It wasn’t really a car when I bought it back in 2013, more a collection of RS Turbo bits in loads of boxes,” chuckles Nathan. “The shell was totally bare and

seemed to be in decent condition, but I still had it sent off to be shot blasted to be absolutely sure.”

Now we should probably take the time to point out that Nathan’s a bodywork specialist and paint sprayer by trade, so of course he was always going to take the time to ensure the paintwork of his own car was utterly flawless. With the RS’s shell back in his lockup Nathan set about fitting the collection of pristine panels he’d amassed, plus the painstakingly powdercoated and painted suspension and braking components. A pair of brand new front wings found themselves pressed into duty on the Escort, not because the originals were in a particularly bad way you understand, but because Nathan was at pains to ensure the whole car was as pristine as he could possibly make it.

All well and good then, but what about that coat of Auralis Blue? Well, the idea to paint the RS in that particular colour actually came from Chris Kitchen, Nathan’s equally Ford-obsessed brother in law.

“I was tired of seeing rows and rows of pretty much identical



BBS-style Lensos look the part!

TECH SPEC

S1 RS TURBO

ENGINE

1800 CVH turbo built by Ferriday Engineering, Piper fast road camshaft, vernier pulley, Stage 2 hybrid T3 turbo, superchipped ECU with MFi, 2.5-inch Scorpion exhaust system, Pace intercooler, alloy radiator, braided fuel lines with Bosch 044 pump, purple silicone coolant hoses, polished header and breathers

POWER

230bhp (approx)

TRANSMISSION

Ford RS Turbo five-speed with S2 RS Turbo LSD, AP Racing clutch

SUSPENSION

Koni adjustable dampers and lowering springs all round, full set of polybushes

BRAKES

Front: Four-pot calipers with vented and grooved Cosworth discs, EBC Yellow Stuff pads, braided lines
Rear: Cosworth rear disc conversion, EBC Yellow Stuff pads

WHEELS & TYRES

7x16-inch Lenso BSX alloys with 195/45x16 Toyo Proxes

EXTERIOR

Fully restored S1 RS Turbo in Ford Auralis Blue, NOS front wings, twin RS front spotlights, Ford Parts R US sticker

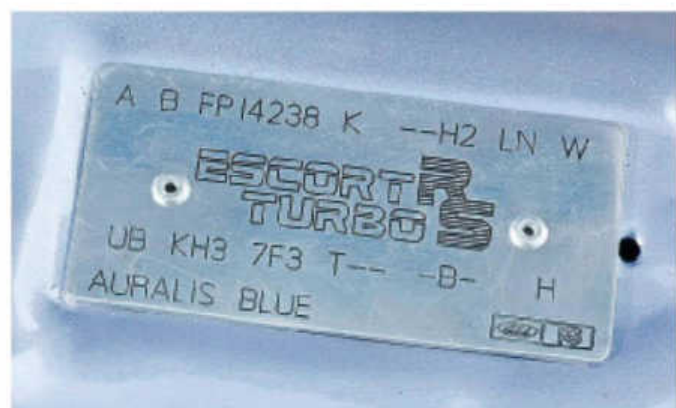
INTERIOR

Complete S1 RS Turbo interior with OE cloth Recaros

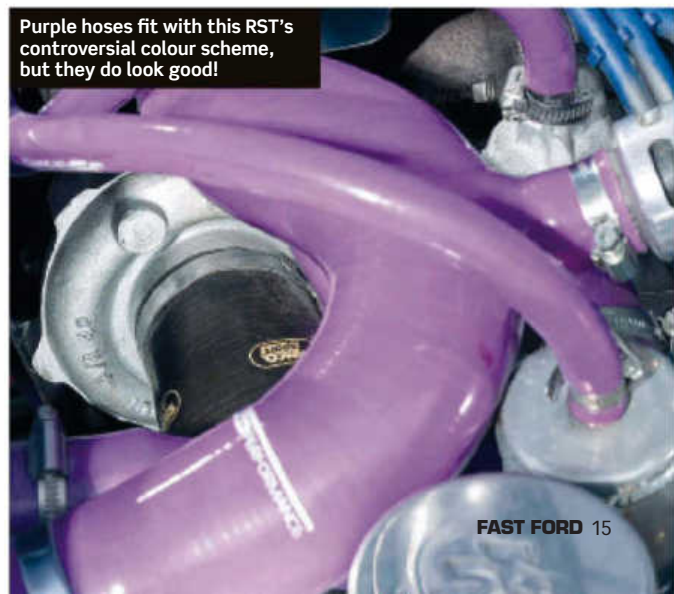
THANKS

Chris Kitchen for all his help and for picking the colour, Mark Sargeant at Ford Parts R US, and my missus for putting up with the build!





Purple hoses fit with this RST's controversial colour scheme, but they do look good!



Series Ones at car shows and fancied a change of colour. Chris suggested Auralis as it's a bit like Moonstone with a bit of a twist and a touch more blue and I liked the idea, though I was still unsure how the whole car would look with it applied when I started prepping it for paint," Nathan explains.

It goes without saying that the underside of this car is every bit as pristine as the top, while a peek under the bonnet will reveal a spotless engine bay with lashings of chrome and some very distinctive purple hoses. These were chosen to link the bay with the blue-ish purple exterior and while they're far from subtle, we think the overall effect is a good one, though undoubtedly not one that will appeal to everyone.

"The response from purists has actually been overwhelmingly positive," says Nathan. "I only managed to get to a handful of shows last year, but most of the comments I got were praising the

paint and how it suited the car."

This is far from a simple styling exercise though, with the CVH now boasting a hefty spec. The engine was built by Ferriday Engineering and now sports an 1800cc capacity, a Piper cam with vernier pulley and a stage 2 hybrid turbo. Throw in the 2.5-inch stainless exhaust system, Pace intercooler, Superchipped ECU and MFi management, and it shouldn't be in any way surprising that this old school engine can churn out 230bhp. That's all pushed through a S1 gearbox stuffed with a S2 LSD, plus an uprated AP clutch for peace of mind when pressing on.

This car was intended to roll on a set of mirror polished RS seven-spokes and Nathan even got as far as bolting the wheels onto the hubs, but the overall effect just wasn't right. A new style of alloys was needed and eventually found in these Lenos, perfectly sized at 7x16-inch all round. Again, these BBS replicas



The unconventional Auralis Blue paintwork really suits the RS Turbo





The interior remains as Ford intended



DRIVER SPEC

NATHAN BAKER

Age: 36

Job: Sprayer and panel beater

First Ford: An S1 RS Turbo when I was 17

Favourite Ford: The RS200 – it's a bit ugly, but what a car!





“Amongst the rows of Diamond White S1s it sticks out like a sore thumb, but for all the right reasons”



aren't going to appeal to all, but we think they work well with the Auralis Blue bodywork and help lift the overall look of the car. We'll leave it up to you to decide for yourself.

You might expect an Escort with a paintjob like this to have an equally unique interior, but peek inside Nathan's car and you'll find it almost exactly as Ford intended. That's no bad thing in our book, as the S1 RS really did have one of the best interiors of any fast Ford from the period. Just how many times have you seen those grey cloth Recaros in something other than a Mk3 Escort? That alone should be proof of their worth and quality.

"The car came with most of its original parts, but I needed Mark Sargeant at Ford Parts R Us to help get everything I needed for the complete interior. He's the one who found those front seat bolsters, and they're in brilliant condition."

As already mentioned, the car only came together at the tail end of last year meaning Nathan was limited in the shows he could attend. A season ending trip to Ford Fair was rewarded with crowds of enthusiastic admirers though, and any doubts Nathan still harboured about the colour of his RS quickly melted away;

"I wasn't sure whether I'd made the right decision to spray it that colour until I took it to Ford Fair, then I knew it was the correct route to go down," explains Nathan with a grin.

Plans for the future? Well Nathan's yet to enjoy a full summer of shows in the RS, so 2015 will certainly be a busy year, though he does plan to fit a subtle, upgraded sound system to the car beforehand. Other than that it'll be simply a case of parking up amongst the rows of Diamond White S1 RS Turbos and sticking out like a sore thumb, but for all the right reasons... 📷



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RS COMBE 2015



RS Combe always attracts a good turnout!



Paul 'Daisy' Daly made the long trip from Scotland just to get on track!



We head to the Bristol and Swindon RSOC Groups annual event – RS Combe, to catch some rays and enjoy one of the best Blue Oval shows of the year...

We love the smell of car polish, suntan cream, burgers and burning tyres in the morning. So where better to experience all three combined into an addictive cocktail than at RS Combe; and this year the show was celebrating its 20th birthday. Yes it's the annual pilgrimage to Castle Combe for RS (and other Ford) clubs from across the South, and in fact also from further afield; the winner of the 'Furthest Driven' award clocked up a staggering 465 miles to get to the race circuit, located just outside Bath.

Organised by the combined efforts of the Bristol and Swindon RS Owners Clubs the show features everything you could ever dream of for Ford RSs - and luckily there is no strict door policy so non-RS models

are also welcome. And even some decidedly non-Fords.

So as expected there was plenty of exciting track action, intensive concours sponsored by Auto Glym, and numerous RS and non-RS club displays; not forgetting the impressive drifting demos. Basically the paddock was stuffed with an impressive line up from some old school Escorts right up to the latest Focus RS, and everything else in between, either tuned to the maximum, styled, hydrodipped or slammed to the ground - or sometimes all of the above! Stick July 2nd in your diary for next year so you don't miss out on their 21st party, as if this year's RS Combe show is anything to go by, it's going to be an event you'll want to be involved with!





Words and Photos:
Jamie & Simon Cooke



Awesome track-spec RS Turbo was a serious bit of kit!



Silver and purple combo works well on this ST220



The drifters kept the crowds entertained with their sideways shenanigans



RS COMBE 2015



CERI MORGAN FOCUS RS

So, Ceri, what's the story with your Mk2 Focus RS? "It's running a Revo Stage 4+ map, so that's about 430bhp at the moment," he replies. "I've pretty much fitted most of the hardware myself while RS Direct did the mapping for me." And J&R Aqua Designs dipped the engine bay in skulls. "Everything else on the car is standard apart from the engine bay

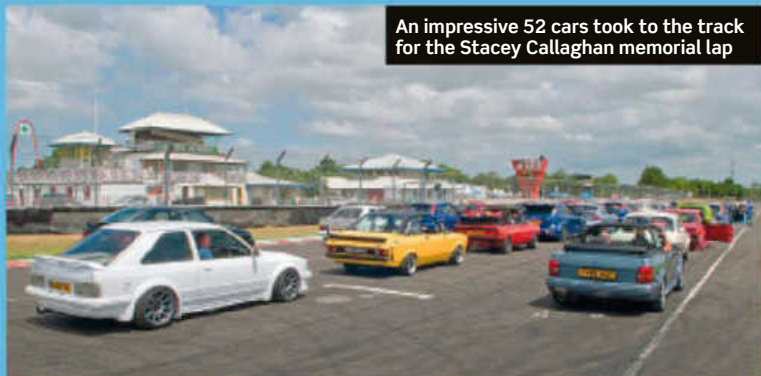
and the exhaust - that's now a KMS Thunderstorm system with 5.5-inch tailpipes," he continues. He says he was warned to check his tailpipes for small, or not so small, animals before he starts up in the morning!

"I've always had Fords since I passed my test in my first Mk3 Fiesta," he says, "but it took me two years to save up for this RS - my dream

car." Next year he plans to increase the power to Stage 5 with a forged engine, but at the moment he's still at the saving up money stage. Under all those skulls in the engine bay he's got an Auto Specialists plenum, 750cc injectors, the Revo Stage 4+ map, uprated fuel pump, 2.5-inch boost pipes, an Auto Specialists carbon air intake and an Airtec intercooler.



Underneath those hydrodipped skulls lurks an impressive 430bhp!



An impressive 52 cars took to the track for the Stacey Callaghan memorial lap

The FRP owners joined in convey too...

STACEY CALLAGHAN MEMORIAL LAP

At lunch time the show's headline sponsors, RS Direct, helped organise a parade lap in honour of Stacey Callaghan. An impressive 52 cars took to the Castle Combe circuit to participate in the parade lap – each car making a donation towards a special collection for Stacey's young son, Bailey. And to top that up, RS Direct have said they will match all other contributions, doubling the total amount donated to the fund.



RS2000 van? Nice!



“AS EXPECTED THERE WAS PLENTY OF TRACK ACTION”

There was no shortage of cars waiting to get on track!



RS COMBE 2015



The concours was as hotly contested as ever

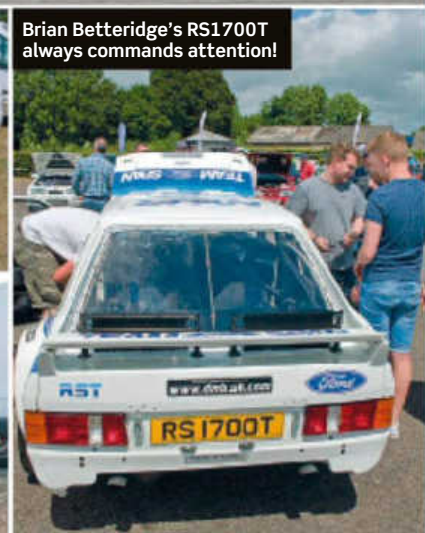




The resident 'RS Combe' Mk2 was on hand to show off some smoky sideways skills!



Brian Betteridge's RS1700T always commands attention!



Healthy motor is producing 159bhp in factory trim!



GRAHAM GILLINGS FORD RACING PUMA

"My Grandad died and I inherited some money and my wife asked me what would be my dream car to spend the money on and I said an AC Cobra," admits Graham, the owner of this Ford Racing Puma. Then seeing as it was going to be an everyday car, he got a bit more realistic; hence buying this 'famous' Puma. Famous? Yes, apparently Sony used it in the development of Grand Turismo 5, although it never got used in the actual game. It's now got 103,000 miles on the clocks and is his daily driver and very regular track toy.

He added the 'Evo' spoiler and the optional LSD after his first track outing, and the race harnesses to go with the standard Sparco race seats. He's also swapped his Alcantara steering wheel for a Fiesta version - much better for daily use.

Standard Racing Pumas are supposed to produce 153bhp, but Graham's is quite clearly a healthy example, kicking out an impressive 159bhp in factory trim! And on top of that Graham's added a further 40bhp of nitrous oxide, taking the whole package

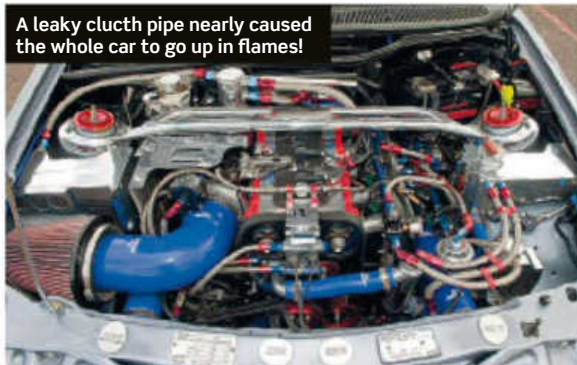
to the best part of 200bhp! But of course only when he's on the track. "It's a car that's desperate for more power; the handling and suspension can easily handle it," he points out. "Combe is a 3rd and 4th gear circuit and it hits the rev limiter at Avon Rise at 115 mph, or 130 with the gas. On the twisty bits it will live with cars that have double its power," he explained. This Puma is also fitted with not one but two Go Pros to record his track activities - one on the interior and one mounted on the front bumper.



Little hint at what this FRP's packing!



Martin's Saph is a regular at concours events throughout the summer



A leaky clutch pipe nearly caused the whole car to go up in flames!



MARTIN LEWIS SAPPHIRE COSWORTH

Martin has owned Fords all of his life and aside from his concours Cosworth is currently building a Gp4 Escort that he can use for rallying - obviously this car doesn't go anywhere near a race track or rally stage.

"This is my first ever Cosworth - I'd always wanted one. I got this in 2001 and paid for £6000 for it, and it was rather tired back then," he explains. The body and mechanics both needed some serious TLC and there were also gearbox and turbo issues that needed to be sorted. Basically it's been totally restored and is now on its 3rd engine and as he used to be a paint sprayer by trade you can guess how he got the body looking so immaculate.

That touring car-spec engine now produces 480bhp thanks to a 200 block with 4x4 pistons and a lower compression ratio, Level 8 ECU with boost control, eight green injectors, air injectors, and numerous Spec-R goodies

including the intercooler. It sits on Avo coilovers and 17-inch Compomotive alloys, and stops with help from six-pot Hi-spec brakes. Changes to the bodywork include the twin headlight conversion and an RS500 splitter on the front end. On the inside he sits on the Recaros and keeps an eye on some additional dials and gauges.

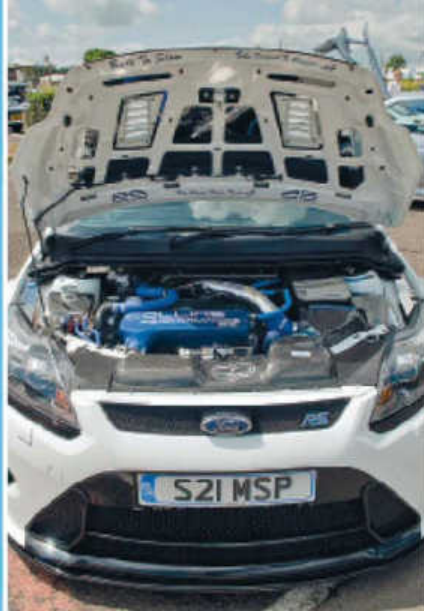
The car was stripped and rebuilt at the end of last year's show season, mainly by Martin with help from other family members, and in 2015 he's hoping to add to his large collection of class and overall awards as he competes in concours events up and down the county.

But things nearly went very pear-shaped on his way home from Combe - a leaking pipe sprayed clutch fluid onto his hot turbo and only his quick action with a fire extinguisher prevented the whole car going up in flames! Good save Martin!



New and old - all are welcome at RS Combe!





“THE SHOW FEATURES EVERYTHING YOU COULD EVER DREAM OF FOR FAST FORDS”



The track action is always exciting at Castle Combe



CASTLE COMBE

Castle Combe Circuit opened just 18 months after Silverstone, in the summer of 1950; in that first year, a young Stirling Moss won a race here, making it one of the longest established circuits in the UK. Until 1999, the circuit followed its original layout around the perimeter of the old air base.

Castle Combe was somewhat modified in 1999, increasing the length of the circuit slightly (now 1.85 miles) and reducing speeds on the two long straights by the introduction of a pair of chicanes (the Esses and Bobbies). The rest of the circuit is almost flat-out driving, lifting for some of the corners with heavy braking needed only for Quarry and Tower (in addition to the chicanes).

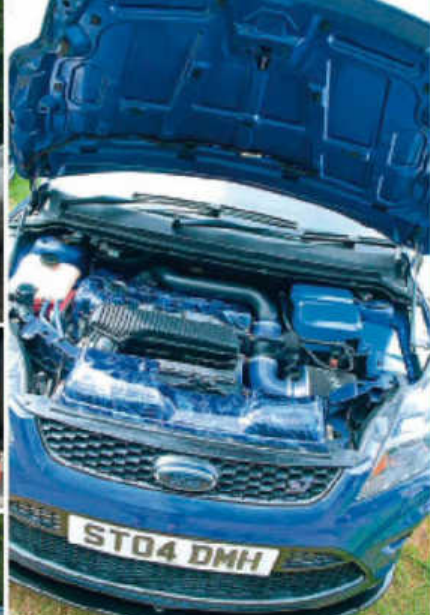
The track is 1.5 miles South of the M4 between J17 and J18. It's well signposted from Junction 17.

This circuit is one of the fastest circuits in the country but is fairly safe as there are generally a lot of run-off areas; but watch out for Quarry which sees its fair share of spills and Camp which can have you going off into the tyres near the pits if you drive too fast.

There are several action days at Combe this year when you can drive your car on the track - full details can be found here: www.facebook.com/castlecombeperformancecaractiondays



RS COMBE 2015



"STUFFED WITH AN IMPRESSIVE LINE UP..."



These three beauties all belong to the same bloke!



BRISTOL AND SWINDON RSOC GROUPS

RS Combe is hosted by the combined forces of the Bristol and Swindon regional groups of the RS Owners Club – special thanks should go to both Simon Drake (Chairman Bristol RSOC) and Mark Hudd (Chairman Swindon RSOC) for their efforts in putting on such a great show.

For more info on RS Combe visit www.rscombe.com

RS COMBE 2015



24v-powered P100 was something a bit different



Auto Specialists were on site to offer a few show bargains!





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The Sierra RS Cosworth is a Blue Oval legend. Its name alone is enough to send shivers down the spines of lesser machines, and that huge rear wing is an icon in its own right that has become synonymous with speed! The original Cossie epitomises what fast Fords are all about, combining power and style with practicality and usability. And most of all they're fun – serious amounts of fun!

Seldom does a car achieve such an iconic status and have such a dedicated following of enthusiasts. So we couldn't simply let the Sierra Cosworth's 30th anniversary come and go without celebrating the occasion. That's why we got together with a group of likeminded Cossie fans who joined us at Santa Pod for the three-door's

30th birthday photoshoot.

Typically, the unpredictable British summer played along as we all knew it would, and even with the photoshoot taking



We head to Santa Pod along with a dozen Sierra Cosworth owners to celebrate 30 years of the legendary fast Ford...

COSSIE CELL



Words: Jamie & Dan Furr Photos: Dan Sherwood

CELEBRATION

place in early July the dark rain clouds soon gathered overhead. Thankfully though, apart from one downpour at lunchtime (which provided the perfect time to grab a bite to eat) we remained dry for the best part of the day, and the sun even popped out from behind the clouds on the odd occasion too!

But despite the ominous-looking weather, we were pleased

to see a great turnout of Cossies as we rolled through the Santa Pod gates at 9am. The familiar roar of a YB could be heard for the next 30 minutes or so as more and more Sierras arrived to join the party. All in all a total of 12 cars made it to the photoshoot – which is no mean feat considering it was during the middle of the week and the weather looked so iffy.

But such is the love for this

legendary fast Ford, these owners weren't going to let silly things like work and a little bit of water get in the way of celebrating their favourite Blue Oval's birthday, and they flocked from all over the country just to be a part of our little homage to the mighty Cosworth.

The line up included a diverse selection of cars (although, strangely, no black ones!), ranging

from low-mileage standard examples, to fast-road weekend warriors, through to out-and-out track toys!

So sit back and soak up some of the three-door awesomeness over the next few pages, and join us in wishing the Sierra RS Cosworth many happy returns as it celebrates 30 years of being a true fast Ford legend!

“Seldom does a car achieve such an iconic status and have such a dedicated following”



STEVE NEWBERY

FROM ESSEX
OWNED 5 YEARS

QUICK SPEC

Former 'Gold Cup' concours-winning show car, 389bhp, new 200 block, hybrid T34 turbocharger, grey injectors, ported and polished cylinder head, RS500 intercooler, alloy radiator, polished engine bay dress-up parts, Scorpion exhaust system, six-paddle clutch, AP Racing six-piston front brakes with 355mm discs, 300mm Sapphire RS Cosworth rear brakes, Koni adjustable dampers, front strut brace, Compomotive MO6 wheels, RS500 splitter, custom twin-tone leather retrim





JOHN STEWART

FROM BUCKINGHAMSHIRE
OWNED 14 YEARS

John Stewart's mega-power Moonstone monster was a completely standard RS when he first laid eyes on it back in 2001. "I wanted a factory-spec Cossie that I could use as the platform for an extensive resto-mod project. Buying an unfettled RS meant that I could put my own stamp on the car without somebody else being able to lay claim to the work for themselves!" he says.

An initial plan to hit Stage 3 power levels quickly unfolded, although John credits his Sierra's current specification to a catastrophic head gasket failure. "The car was heavily modified by the time that it blew its top," he tells us. "Unsurprisingly, I was faced with an expensive engine rebuild, at which point I reasoned that I might as well chase big power," he grins.

Sure enough, this cool Cossie is now chucking out a mighty 571.4bhp thanks to a fully forged engine that makes use of Arrow rods and Cosworth pistons, a WRC eight-injector conversion, a GT35 turbocharger, a Hart inlet manifold and an Airtec intercooler. Better still, the Ford's factory gearbox has made way for a Reyland-modified Tremec transmission that sends power to the rear wheels via a Jaguar 10.5-inch diff mated to a Supreme Car Services six-degree beam!

Brembo four-pots with 330mm discs are just about visible when taking a peek through the busy spokes of the car's Compomotive CXN split rims, while Ford Racing gauges and a Pectel boost controller keep John in tune with his super Sierra's in-action operating conditions while he's sat behind the wheel.

SPEC

Fully rebuilt engine, 571.4bhp, 200 block, Cosworth forged pistons, Arrow connecting rods, WRC oil squirters, ITG air filter, Hart inlet manifold, WRC eight-injector configuration, GT35 turbocharger, turbo brace, Tial external wastegate, Airtec intercooler and turbo cooler, Mongoose stainless steel exhaust system, modified Tremec gearbox, Triton clutch, Jaguar 10.5-inch rear diff, SCS six-degree rear beam, GAZ Gold coilovers, front strut brace, Brembo four-piston front calipers with 330mm discs, Sapphire RS Cosworth 4x4 rear calipers with 330mm discs, Compomotive CXN split rims, Renault Laguna splitter, Ford Racing gauges, SCS engine monitor, custom pillar pod, twelve-stage Pectel boost controller



Serious spec YB now produces a very healthy 571bhp!





JIM BLEASE

FROM BERKSHIRE
OWNED 3 YEARS

To describe Jim Blease's special-edition Sierra as a 'scrapyard spec' example of an RS Cosworth might sound like something of a put down, but his is a car that really has been dragged out of a metal merchant's parts pile!

"The son of the scrap dealer bought the car as a project before abandoning it in the corner of his Dad's yard!" gasps Jim. "All of the Ford's surviving vital organs had been thrown into its rear end. Unfortunately, the car's sunroof was less than watertight, resulting in a shell full of green slime and stagnant water. To make matters worse, it was littered with rodent poo, and the all-important engine and gearbox were missing," he sighs.

Undeterred, Jim bought the compromised Cossie and proceeded to use it as the host for the guts of his accident-damaged Sapphire Cosworth track toy. "Essentially, I re-shelled the Saph," he continues. "I had to replace the Sierra's roof skin due to excessive corrosion caused by the leaky sunroof, but I had a healthy surplus of old rally car components that I could delve into when building my scrapyard survivor!" he says.

That fruitful parts pile yielded Gaz coilovers, a 909 rear axle, a GT28 turbocharger and a Level 8 ECU, while Supreme Car Services supplied an engine to the tune of 380bhp and 400lb/ft of torque. AP Racing stoppers and RS500 exterior trim also contribute towards the resurrection of this salvaged Sierra, and Jim plans to treat the car to a fresh lick of Diamond White in the not-too-distant future.

And because the shell wasn't a low-mileage minter to begin with, Jim has been able to chop the bodywork about without incurring the wrath of fellow RS owners – and the result is 9-inch wide Compomotive CXNs sitting perfectly in the arches to give one of the best three-door stances we've ever seen!

SPEC

Harvey Gibbs built engine, 380bhp, 200 block, forged internals, GT28 turbocharger, custom stainless steel exhaust system, Level 8 ECU, Gaz (front) and Spax (rear) coilovers, 909 rear axle, bespoke six-degree rear beam, adjustable traction control arms, tubular anti-roll bar, cut wheel arches, AP Racing four-piston front callipers with 330m discs, Sapphire RS Cosworth 4x4 rear callipers with 300mm discs, Compomotive CXN split rims, cut wheel arches to accommodate nine-inch wide wheels, new non-sunroof roof skin, RS500 lower rear spoiler and splitter, RS500 front bumper



The interior is a lot more habitable now than when Jim first got hold of this Sierra





KRIS BEECH

FROM DERBYSHIRE
OWNED 12 YEARS

QUICK SPEC

Track toy, 440bhp, Norris Motorsport-built engine, low compression pistons, T4 turbocharger, ported big-valve cylinder head, cone air filter, Pro Alloy radiator, Mongoose exhaust system, Leda coilovers, adjustable traction control arms, front strut brace, polybushed throughout, 325mm (front) and 300mm (rear) brake disc conversion, Compomotive five-spokes, RS500 splitter, roll cage, Sparco bucket seats



PHIL RAY

FROM BIRMINGHAM
OWNED 2 YEARS

QUICK SPEC

Former demonstration vehicle for a tuning firm, 330bhp, T34 turbocharger, MSD map, green injectors, drilled airbox with K&N panel filter, Roose Motorsport silicone hoses, stainless steel exhaust system, Koni adjustable dampers, polybushed throughout, factory braking system with OE-spec discs and pads, Lenso BSX wheels, RS500 splitter, Alpine head unit



“A group of likeminded Cossie fans joined us at Santa Pod for the three-door’s 30th birthday photoshoot”



RICHARD BARNES SNR

FROM LINCOLNSHIRE
OWNED 15 YEARS

QUICK SPEC

Harvey Gibbs engine, Stage 3, 330bhp, Group A head gasket kit, ported and polished cylinder head, hybrid T3 turbocharger, 3-bar MAP sensor, RS500 alloy intercooler and radiator, alloy reservoirs, SFS Performance silicone hoses, stainless steel exhaust system, Bilstein dampers, front strut brace, factory calipers, drilled brake discs with uprated pads, Compomotive CXN wheels, custom pillar pod



“We were pleased to see such a great turnout of Cossies”



RIK EDWARDS
FROM LINCOLNSHIRE
OWNED 2 YEARS

QUICK SPEC
Fully rebuilt (twice!) engine,
Stage 1, 270bhp, standard
turbocharger, Magnex
stainless steel exhaust system,
factory suspension and brakes,
factory interior, factory wheels





“The line up included a diverse selection of cars, from road warriors to out-and-out track toys”



DAN WILLIAMSON
FROM LINCOLNSHIRE
OWNED 6 MONTHS

QUICK SPEC

Fast Ford magazine project car, Stage 3, over 330bhp, T34 turbocharger, RS500 intercooler, Norris Motorsport map, green injectors, oil catch tank, Samco silicone hoses, alloy reservoirs, Mongoose exhaust system, Gaz dampers, front strut brace, Compomotive MO5 wheels, RS500 splitter



IAN RODGERS
FROM DERBYSHIRE
OWNED 3 YEARS

QUICK SPEC

Fully rebuilt engine, Stage 1, 270bhp, refurbished cylinder head, all new gaskets, standard turbocharger, stainless steel exhaust system, renewed factory-spec suspension, factory brakes, factory wheels, re-lacquered paintwork





FRANK WILDE

FROM STAFFORDSHIRE
OWNED 13 YEARS

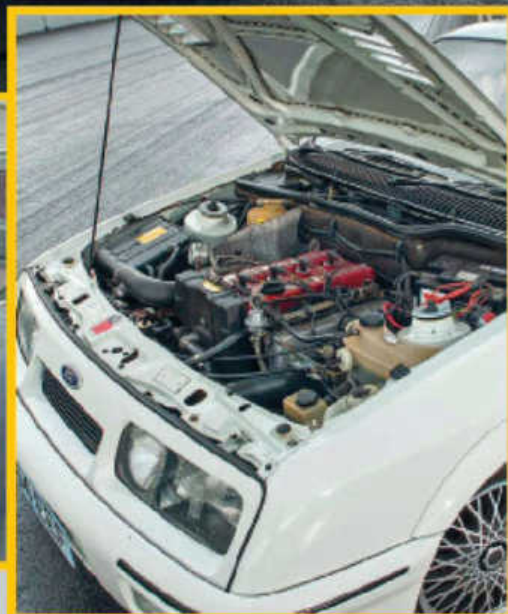
Representing the 'as close to a standard RS as I could find' brigade, Frank Wilde is in possession of a remarkably tidy Sierra Cosworth. "My Blue Oval has covered just 43,000 miles from new," he beams as he shows off the odometer. "I'm the car's fourth owner, and despite being its only keeper during the past thirteen years, I have no intention of parting with it any time soon," he confidently confirms.

Frank was determined to bag himself a standard RS, and he spent three years hopping in and out of those that he saw advertised for sale before settling on the white wonder that he calls his own today. Even so, he doesn't mind admitting that he drove his pride and joy to Motorsport Developments in Blackpool for some mild tweaking shortly after getting hold of the car's keys. "MSD's Stage 1 tuning package should have been applied to Cossies at their original point of sale!" he laughs.

A chipped ECU, reset boost levels and a thorough going over by MSD's team of tuning professionals has tweaked the car just enough to get the best of out of Ford's factory power package. Frank is thrilled with the way that his RS performs, and he stresses that he will not be adding any further tuning parts to this stunning Sierra. After all, when you're convinced that you're in charge of four-wheeled perfection, why start messing with it?!

SPEC

Original unmodified engine, 270bhp, Stage 1 MSD chip and map, stainless steel exhaust system, factory paintwork



Frank's RS is standard apart from a Stage 1 chip - just the way he wants it!



**TREVOR
STOKES**
FROM
NOTTINGHAMSHIRE
OWNED 3 WEEKS!

QUICK SPEC
Fully rebuilt engine, Stage 1,
300bhp, stainless steel exhaust
system, Koni adjustable
dampers, factory brakes,
factory wheels





“We couldn’t simply let the Cosworth’s 30th anniversary come and go without celebrating it”



COLIN NEWBERY

FROM ESSEX
OWNED 11 YEARS

QUICK SPEC

Bare shell resto-mod project, 309bhp, rebuilt engine and gearbox, T3 turbocharger, polished engine bay dress-up parts, Roose Motorsport silicone hoses, stainless steel exhaust system, Hi-Spec Motorsport four-piston front brakes with 335mm discs, Spax dampers and springs, front strut brace, polybushed throughout, Compomotive MO5 wheels, RS500 splitter

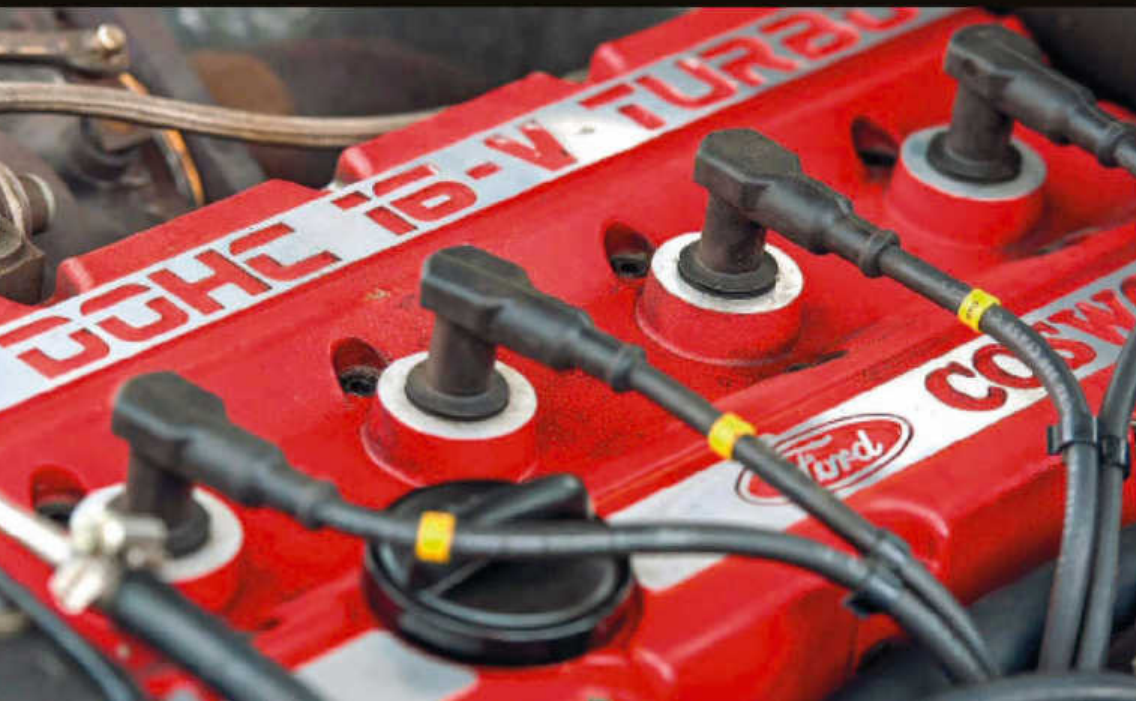


THANKS

We have to say a big thanks to the 12 owners who gave up their day to stand around for hours on a damp drag strip while we took all the photos we needed to complete the feature. In particular thanks to John Stewart, Jim Blease, and Frank Wilde for hanging around until the end of the day so we could get all the images we needed.

We also have to say a huge thanks to the RSOC's Paul Linfoot for all his help with getting the 12 cars together and helping to arrange the feature.

And finally, thanks to Santa Pod for letting us use the drag strip as a perfect location for the photoshoot. For more info on Santa Pod events and attractions visit www.santapod.co.uk



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SIERRA RS COSWORTH

HOW IT ALL BEGAN



Words: Dan Williamson Photos: Ford Photographic

As the mighty Sierra RS Cosworth celebrates its 30th birthday, we take a look back at how a humble family runaround was transformed into a fast Ford legend...

Cosworth: a name that means motorsport. A brand that signifies success.

Cossie: a word that's synonymous with flame-spitting, big-boost, street racing, tyre-shredding track terrorists. A word that brings a flutter to the heart of any fast Ford fan.

Yet, 30 years ago, the name

Cosworth was recognised only by bobble-hatted car bores, while the word Cossie conjured up images of polka-dot bikinis. But all that was about to change.

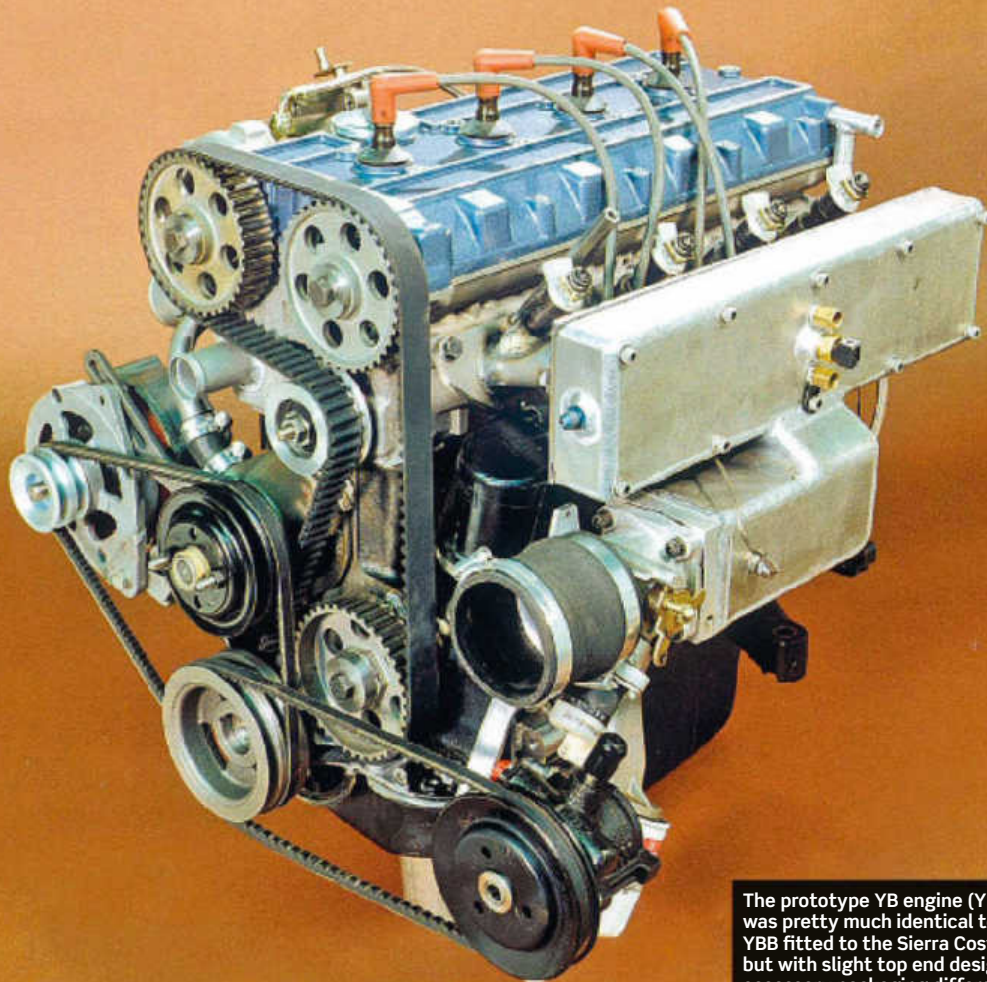
Because, in spring 1985, Ford unleashed on the world a complete game-changer – a revolution on road and race circuits alike. Unveiled at the Geneva motor show, the Blue

Oval's new machine followed the firm's fine tradition of taking a humdrum everyday car and creating a groundbreaking super saloon. Only, this time, Ford redefined the breed.

Spinning full circle back to its first ever British performance car – the 1963 Cortina GT – Ford enlisted the expertise of its long-term partner, Northampton-based

Cosworth Engineering, which was notably responsible for the amazing BDA powerplant found in the Escort RS1600 and RS1800. As always, the goal was simple: the goal was to win.

You see, despite Ford's remarkable success in 1970s' motorsport, by the early '80s its rallying heyday was over, and circuit racing victories were



The prototype YB engine (YBA) was pretty much identical to the YBB fitted to the Sierra Cosworth, but with slight top end design and accessory packaging differences

range of family cars, using a Cologne 2.8-litre V6 engine and purely-decorative bi-plane rear spoiler.

Yet there was a glint of sunshine slicing through that particular cloud: Ford USA's version of the XR4i binned the lazy V6 lump in favour of a Pinto-type turbocharged 2.3-litre Lima four-pot from the 1979 Mustang Turbo. This car, assembled by Karmann in Germany and named the Merkur XR4Ti, was to become the basis for Ford's assault on forthcoming British touring car battles.

As far as Ford was concerned, winning was the only option. And the project wouldn't run if European Group A saloon car racing success wasn't atop the agenda. So the task was entrusted to Ford's Special Vehicle Engineering (SVE) department, headed by Rod Mansfield. In April 1983 the team agreed on a brief for the new circuit racer; a rear-wheel-drive platform was crucial, and a halo model for the Sierra range made sense in marketing terms. The topping on the gateaux was that oh-so-special 16-valve Cosworth powerplant.

Suddenly, Ford had a very spectacular production car on the drawing board.

According to motorsport homologation requirements, a minimum of 5,000 units had to be built in order to qualify for Group A racing and rallying; and by autumn 1983, Ford had commissioned Cosworth to build 15,000 engines over a three-year duration. Now codenamed YBB, this angry new creation was based on a regular Pinto 205 block, as found in the Sierra 2.0i. Its internals were binned in favour of forged steel crank and Mahle pistons, while the head was replaced by Cosworth's self-cast aluminium twin-cam design.

Contrary to Cosworth's intentions, a whopping great Garrett T03 turbocharger was attached, complete with intercooler. Weber-Marelli fuel injection and engine management was chosen in favour of Ford's system thanks to Cosworth's links with Formula One.

Figures of 350bhp were kicked around for motorsport tune, but road-going Sierras were requested by Ford to make 180bhp. Yet it couldn't be done – the YBB was reined in at an official 204bhp, resulting in the first production car to produce more than 100bhp per litre. The fact that most showroom-fresh YBBs were probably



Early designs to feed more air to the intercooler looked like this...



Smoke was used to better understand the rear wing's aerodynamics



Initial aero tests were conducted on an XR4i - you can see the V6 through the bonnet!



few and far between. Even the legendary Ford Cosworth DFV engine's stranglehold on Formula One had been shattered by the appearance of rivals' turbocharged powerplants.

The misery was highlighted during a Ford VIP visit to the 1983 British Grand Prix at Silverstone, where a touring car battle supported the main event. Blue Oval bigwigs Stuart Turner and Walter Hayes were dismayed to witness a series of Capris being humiliated by V8 Rover SD1s, with only Richard Longman's class-winning Escort RS1600i to ease

the pain.

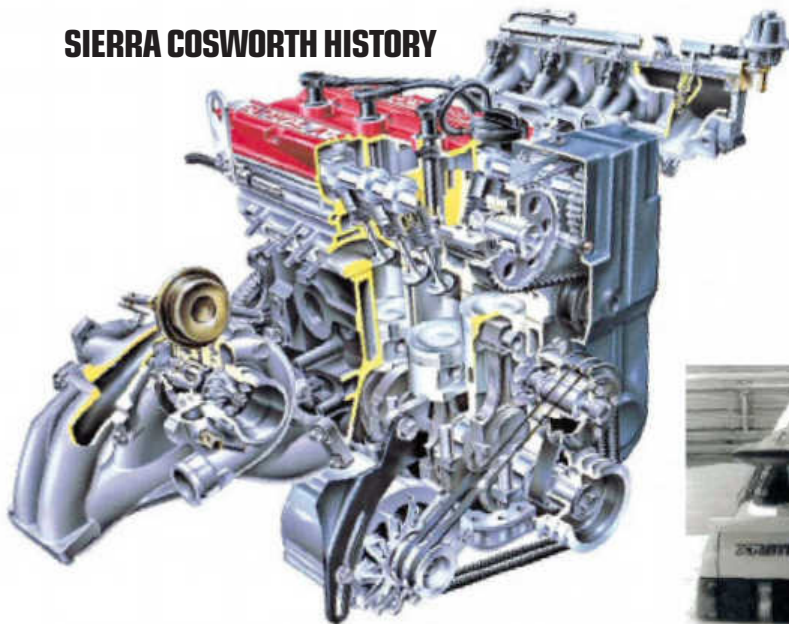
Turner and Hayes agreed a plan of action, which coincided with a tour of Cosworth's premises in the company of American Blue Oval bosses Ed Blanch and Jim Capolongo. Yes, the aim of the visit was to check out the firm's forthcoming Formula One engine, but how could they ignore a Pinto bottom end equipped with an aluminium, 16-valve cylinder head, which accidentally-on-purpose found itself the centre of attention...

Intended by Cosworth to be a low-volume aftermarket

performance upgrade, the head was immediately recognised by Ford as a route to winning races. Only, unlike Cosworth's desire to retain natural aspiration, Ford knew forced induction (and at least 300bhp) was needed to ensure success. Overkill, it may have been, but the Sierra Cosworth wasn't the kind of car to do anything by half.

Indeed, when Ford launched the regular Sierra in 1983, there were no plans to build a motorsport model. Even the hottest model - the XR4i - was a lazy attempt to add glamour to a humdrum

SIERRA COSWORTH HISTORY



The final rear wing design has become synonymous with fast Fords



After testing it became clear the Cossie needed additional air intakes at the front end



➤ closer to 220bhp did little to harm the car's eventual appeal...

Pushing that kind of grunt through a run-of-the-mill Sierra required upgrades to almost every other element. Its transmission, in particular, couldn't cope. So, instead of the predicted Type 9 five-speed gearbox, SVE selected an American-made Borg-Warner T5, which was well-proven in Ford USA's Mustang SVO.

Yet even the bulky T5 was unable to sustain the high-speed strains of sitting behind a YBB, and its bearings seizures and lubrication failures during testing led to severe delays in the Sierra project. Eventually, Borg-Warner established a unique assembly line purely for the Cosworth-destined gearboxes.

The stock Sierra's suspension was also beefed up, using a selection of standard parts, Granada/Scorpio components, and SVE-specced goodies. The limited-slip differential, for example, was a 7.5-inch unit from the V6 Scorpio, complete with uprated driveshafts and hubs. The suspension was a mixture of XR4i bits, Fichtel & Sachs gas dampers and unique springs. The brakes were big 283mm/273mm discs front/rear, complete with four-pot calipers up front and a Granada-type Teves ABS system.

Okay, it wasn't the world's most advanced chassis, but it certainly did the job.

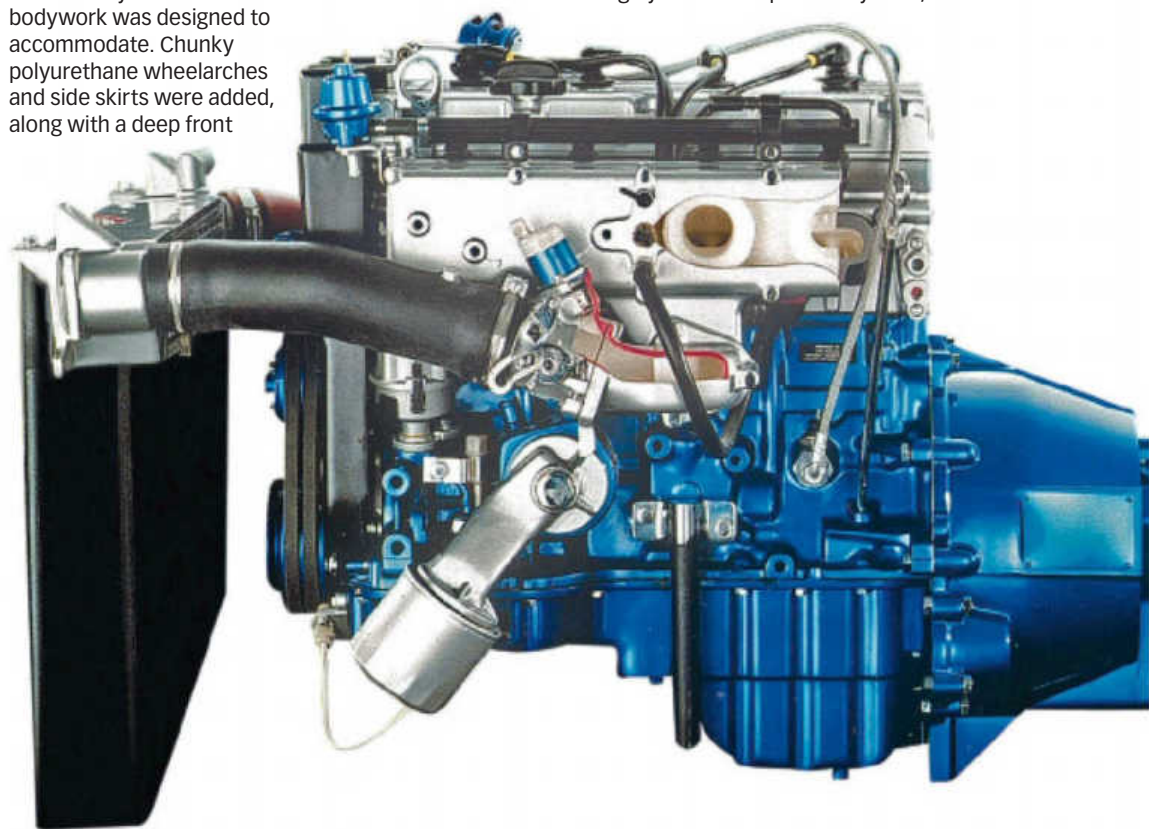
Special 7x15-inch Rial alloy wheels were wrapped in Dunlop D40 205/50VR15 tyres, which were pretty large by 1980s' standards. Even so, they were tiny compared to the 10-inch wide race tyres that the car's bodywork was designed to accommodate. Chunky polyurethane wheelarches and side skirts were added, along with a deep front

bumper and enormous rear wing, which were the result of countless configurations sampled by aerodynamicists during months in wind tunnels.

Crucially, downforce was required for high-speed stability on racetracks – even the road car boasted 150mph potential – and it was vital for the highly-

stressed mechanicals to be kept cool. Thus ever more air intakes were fitted, including twin bonnet vents and a large grille between the headlamps, added after hot-weather trials in Europe.

Ford's marketing crew called for the homologation special to be based on the XR4i's unique four-pillar bodywork, and an





Famous for circuit racing, the Sierra's rally success is often overlooked



“In spring 1985, Ford unleashed on the world a complete game-changer...”

XR development mule was plastered in alarmingly oversized protrusions. But the 4i's irregular styling hadn't exactly captured the public's imagination, and the its biplane rear spoiler failed to get them excited...

Needless to say, Ford bosses were nervous about making an even wilder-looking animal but this was to be a purebred racing car, and compromise was not on the agenda. Eventually, the base-spec Sierra three-door bodyshell was selected for its lighter weight (the complete, showroom-ready car weighted a mere 1205kg), and cleaner lines. Besides, there was something innately beautiful

about the way Ford's stylists blended form with face-stamping function.

In contrast, Ghia trim levels added an air of luxury to the Sierra's dark grey cabin. Fantastic velour-trimmed Recaro front seats took centre stage, along with deep-pile carpets, high-spec audio system and fancy instrument cluster, which included a neat turbo boost gauge sourced from the Merkur XR4Ti. Tinted glass, electric front

windows, heated mirrors, central locking and tilting/sliding sunroof were all standard kit. In fact, no optional extras were available, other than a choice of three exterior colours: Diamond White, Moonstone Blue and Black. One other factory-built example was finished in Rosso Red.

The final, detail touch was a subtle bootlid decal, printed in silver vinyl. It stated simply Sierra RS Cosworth – the first time Cosworth had been used to name a production car, and a nod to the firm's enormous input into this extremely special machine.

Had everything gone according to plan, the Sierra RS Cosworth would have been in production by the end of 1984, but it wasn't until November the following year that the first official pre-production models were built for press testing in Spain. Complaints about twitchy handling were answered with revised steering geometry and front anti-roll bar, but customer cars were essentially the same.

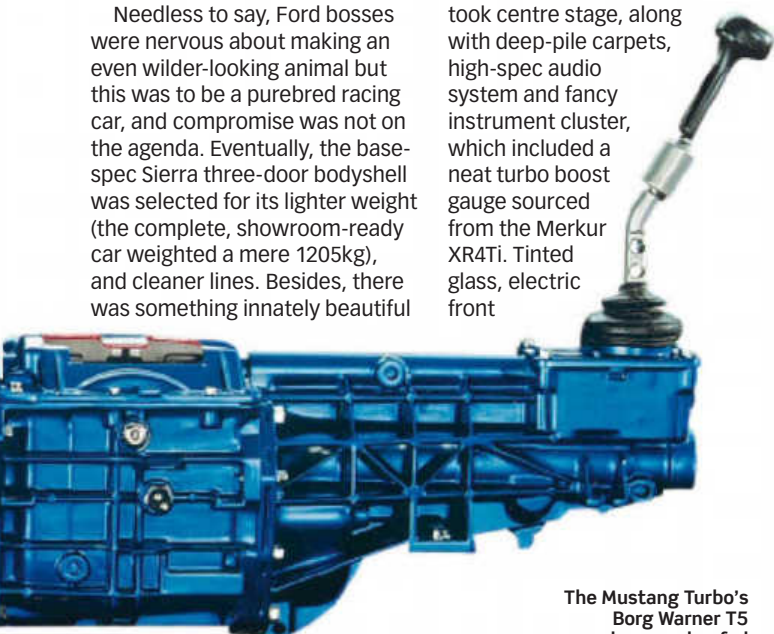
Assembly began at Genk, Belgium in February 1986, on mainstream factory lines

alongside the standard 1.6GL. Engines were shipped to Genk from Cosworth in the UK, but there was otherwise nothing special about the way the Sierra RS was built.

According to Ford historians, the first official 'production' Sierra Cosworth was a LHD example destined for Germany, and it left the factory on 12 March 1986. A handful of cars were completed in April and May (including several British Cossies), and full-scale production finally began on 17 June 1986.

The RS Cosworth's formal launch date was 15 July 1986, but deliveries didn't really begin until autumn that year. It's worth noting that most Sierra Cosworths were assembled between October and December 1986, when production officially ended. A total of 5542 three-door RS Cosworths were built, including 2616 for British customers and the 500 that were held back for subsequent conversion into RS500s during July 1987.

But for Ford, the RS Cosworth's success wasn't yet in full swing.

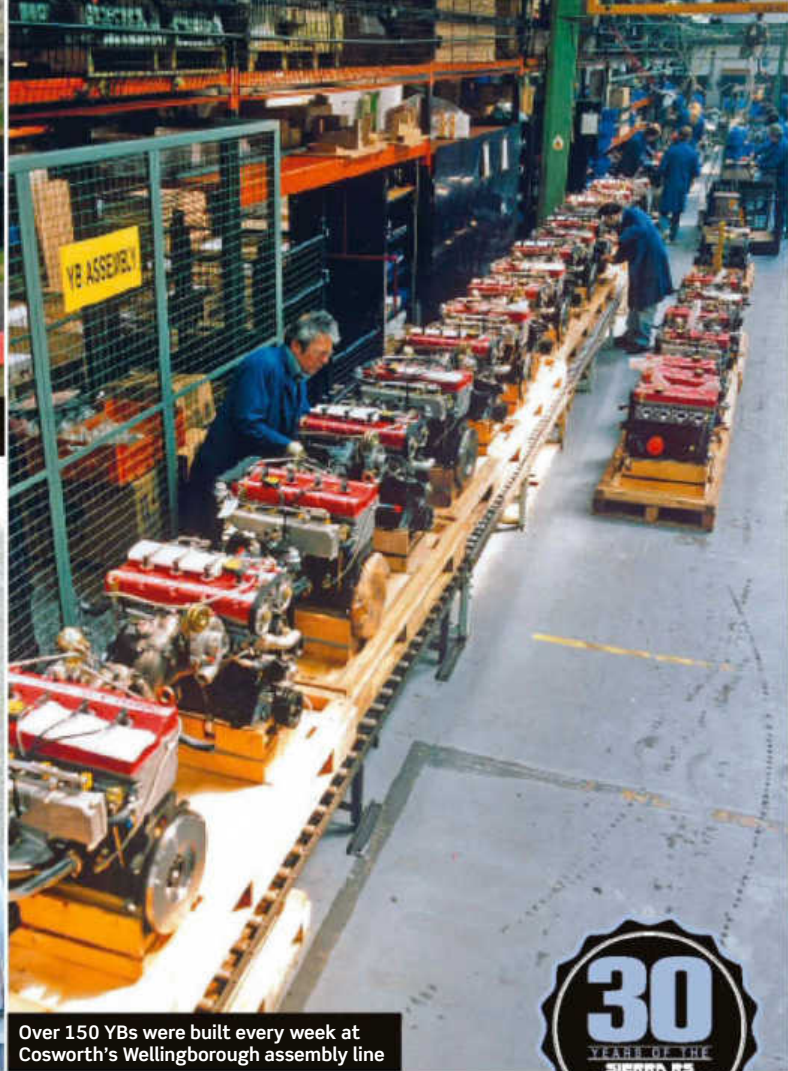


The Mustang Turbo's Borg Warner T5 gearbox was beefed up for use in the Sierra Cossie

SIERRA COSWORTH HISTORY



Andy Rouse's success in the XR4Ti showed how good the Sierra base could be



Over 150 YBs were built every week at Cosworth's Wellingborough assembly line



➤ Tintop racing god Andy Rouse had been chosen to campaign a Merkur XR4Ti in the 1985 and '86 rounds of the British Saloon Car Championship, complete with hotted-up 2.3-litre turbocharged Lima powerplant. Okay, it lacked the YBB, but the Merkur proved an effective basis to develop the RS Cosworth for competition. Rouse had racked up 14 wins plus the 1985 championship crown before the Cossie had even reached homologation status in 1987.

Victories were scooped immediately and in rapid succession, including wins in the British Touring Car Championship and World Touring

Car Championship, along with innumerable triumphs in Group N (showroom-spec) saloon car racing, and often-overlooked success in the rallying field. Battling against four-wheel-drive rivals, the likes of Jimmy McRae, Mark Lovell, Carlos Sainz and Didier Auriol took no prisoners, especially on firm surfaces where the Sierra could achieve enough grip. RS Cosworths outgunned the 4x4 Lancia Delta Integrale to take outright wins in 13 European Championship rallies, second spot in the World Championship and overall victory in the British Open Series, not to mention

innumerable honours in the hands of privateers. Incidentally, a solitary four-wheel-drive three-door prototype was built by Ford for rallying as a predecessor to the 4x4 Sapphire Cosworth.

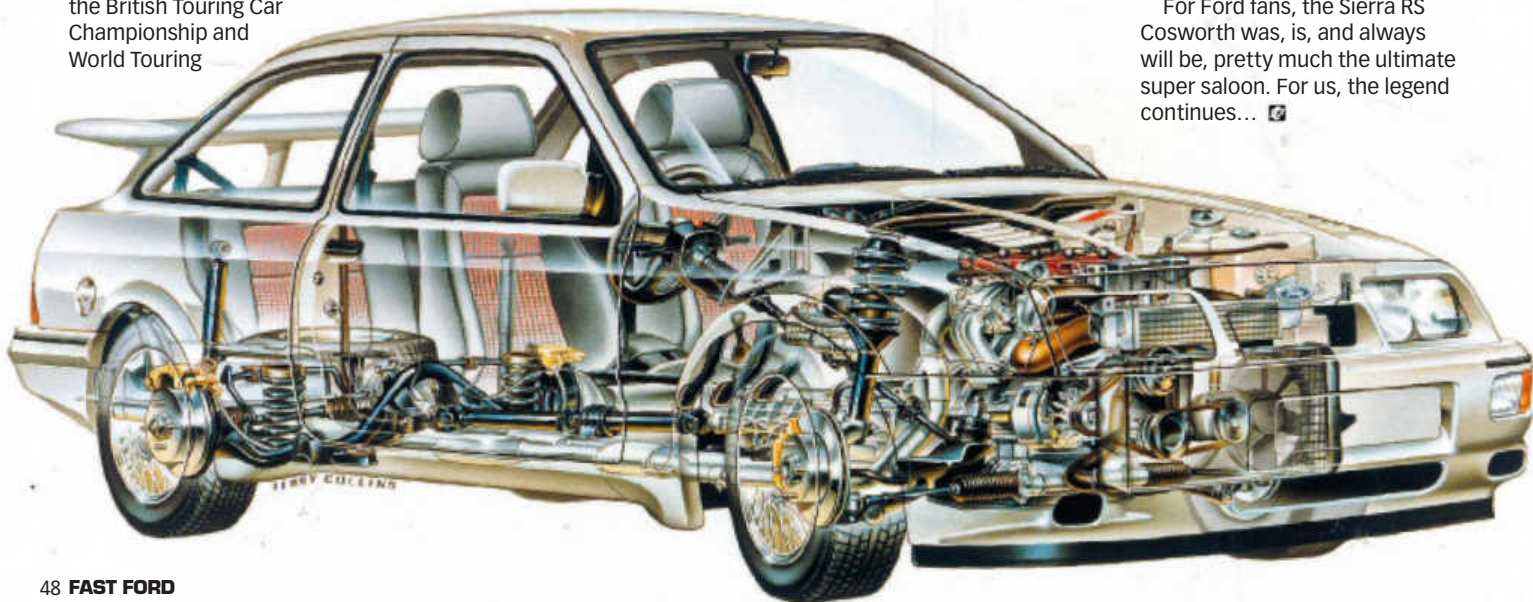
Officially, the RS Cosworth's run in top-flight touring car racing was curtailed later that year by its successor – the evolution-spec RS500 – but let's not forget that each and every RS500 road car was a regular three-door with a few extra goodies and a hefty price increase.

Which probably explains why the Sierra RS Cosworth has such legendary status. It's been

through days of being an executive express; a supercar slayer; a tuner's masterpiece; a joyrider's dream; a policeman's nightmare; a boy racer's ultimate aspiration; an extreme track toy; an example of 1980s' excess; a blue-collar success.

But today it's a bona fide classic; a car that changed motorsport, changed road-car aerodynamics, changed the fortunes of Ford's family cars and changed the way a nation of car enthusiasts think when they hear the word 'Cossie.'

For Ford fans, the Sierra RS Cosworth was, is, and always will be, pretty much the ultimate super saloon. For us, the legend continues... 🏁



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INSIDE THE SIERRA RS COSWORTH

The car's development was undertaken by the Ford SVE Department, headed up by Rod Mansfield at Dunton, Essex

The standard issue alloys are Rial 7x15s with an et35 offset and came with Dunlop D40 tyres

Group A regs meant that 5000 cars had to be built and sold. Initial consultation with Ford dealers revealed a lukewarm reception, as they didn't think they would sell anywhere near that many

The rear discs are solid and measure 273mm

Before the car was launched a version was displayed with the single-piece rear glass on one side, and the XR4i split glass on the other to gauge reactions

The car was only available in three colours - Moonstone Blue, Diamond White and Black

As 10in wide wheels were allowed on the Group A racing cars the Sierra required large wheelarch extensions

The three-door bodysell was only available on the Cosworth from 1985 onwards, as the base three-door was discontinued

Originally, the Cosworth was to be based on the XR4i bodysell



INSIDE

THE SIERRA RS COSWORTH

What makes the Sierra RS
Cosworth such a legend?

2433 cars were brought into Britain out of the production run of 5542. 500 were sent to Tickford for conversion into the RS500, of which four were prototypes

The Sierra RS Cosworth was first shown to the public at the Geneva Motor Show in March 1985

Just 10 cars were registered in 1985

The front discs are 283mm in diameter, and have four-pot calipers



The dashboard is shared with the Merkur XR4Ti

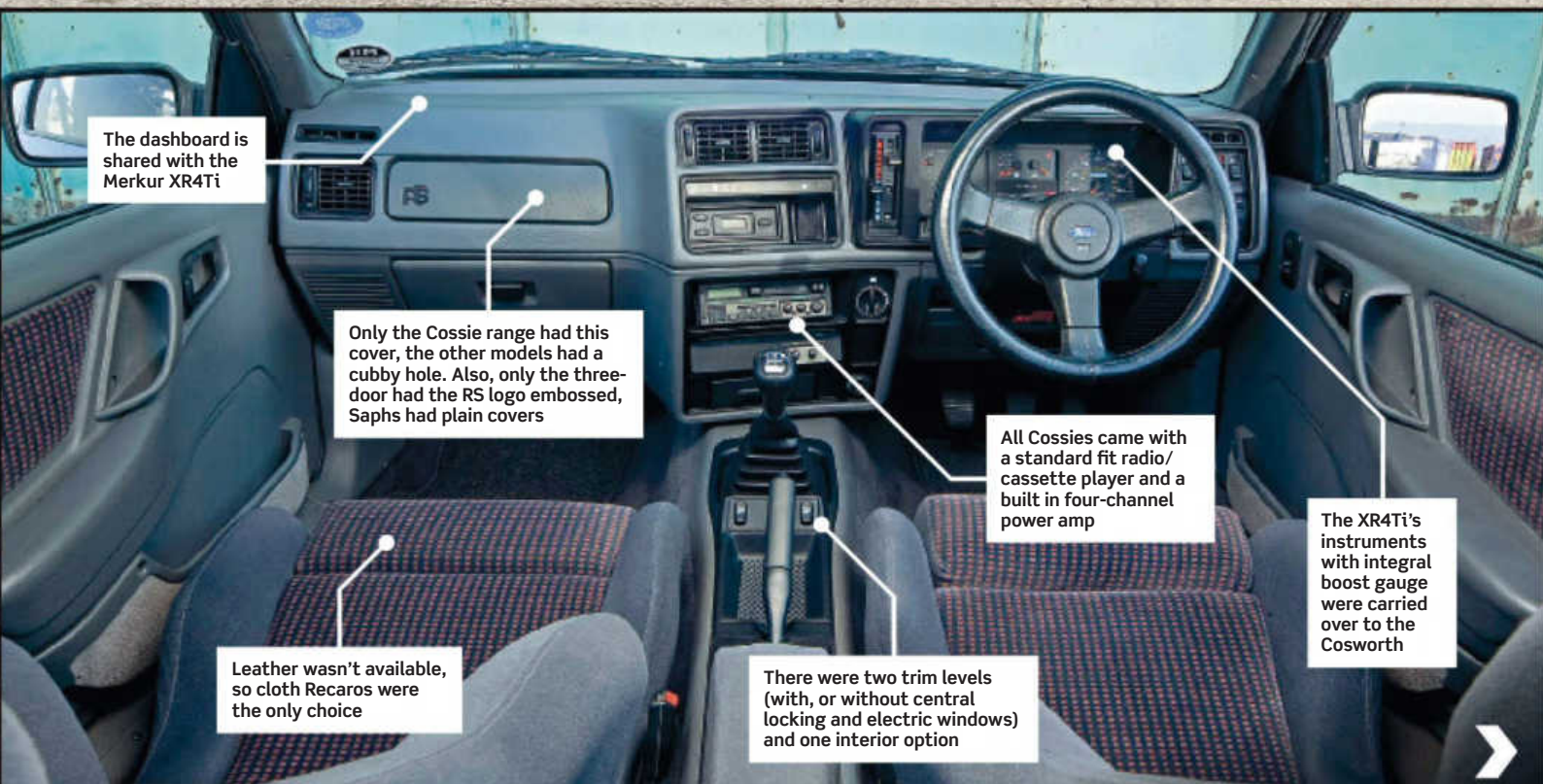
Only the Cossie range had this cover, the other models had a cubby hole. Also, only the three-door had the RS logo embossed, Saphs had plain covers

Leather wasn't available, so cloth Recaros were the only choice

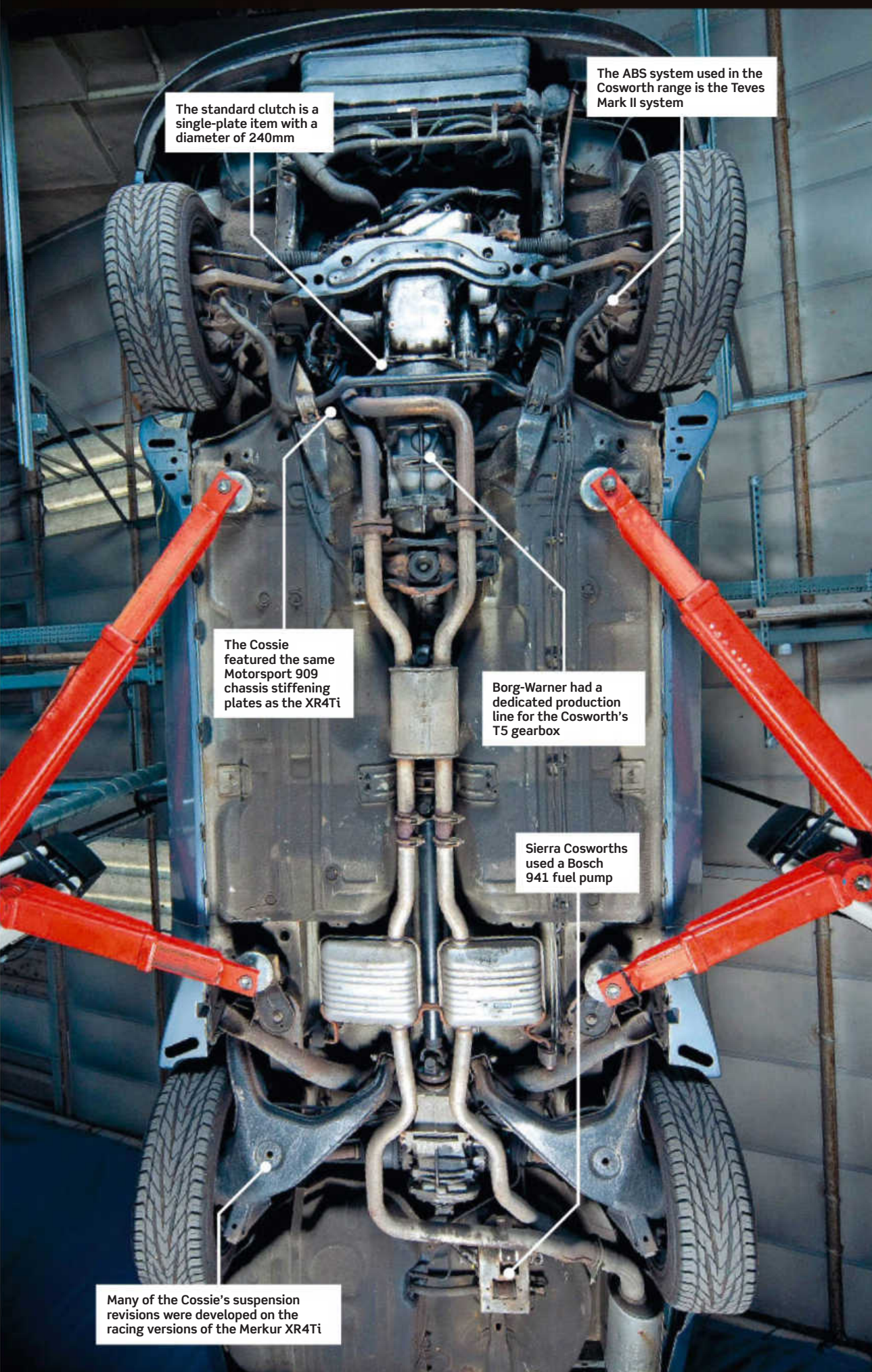
All Cossies came with a standard fit radio/cassette player and a built-in four-channel power amp

The XR4Ti's instruments with integral boost gauge were carried over to the Cosworth

There were two trim levels (with, or without central locking and electric windows) and one interior option



INSIDE THE SIERRA RS COSWORTH



The standard clutch is a single-plate item with a diameter of 240mm

The ABS system used in the Cosworth range is the Teves Mark II system

The Cossie featured the same Motorsport 909 chassis stiffening plates as the XR4Ti

Borg-Warner had a dedicated production line for the Cosworth's T5 gearbox

Sierra Cosworths used a Bosch 941 fuel pump

Many of the Cossie's suspension revisions were developed on the racing versions of the Merkur XR4Ti



The Sierra Cosworth should have been run by Ford's own EEC IV engine management system, however, Cosworth was doing a lot of work with Weber and Marelli. In order to maintain the relationship Cosworth insisted that the management system be Weber-Marelli

The YB is claimed to be the first production turbocharged engine that developed more than 100bhp per litre in a road car

204bhp was attained with the help of a Garrett T03 turbocharger

The 1993cc YB engine is based on the Pinto block

United Engineering Industries owned Cosworth at the time the car was created. The company didn't become a subsidiary of Ford until 1998

THANKS

Sean Puckle for letting us take pictures of his immaculate, original Sierra RS Cosworth

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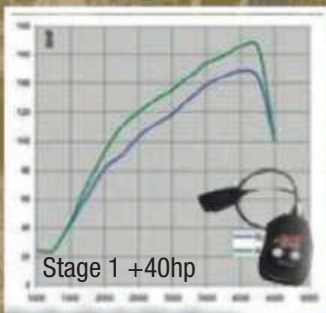
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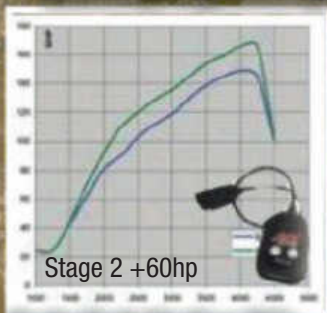
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Call for a pricing, various options available for each package

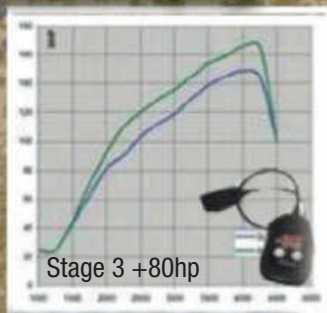
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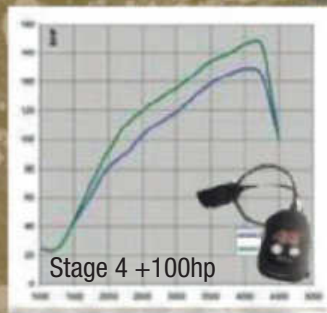
Requires Handset & software



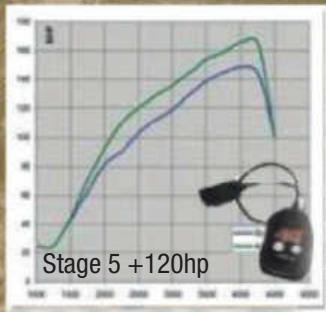
Requires Handset & software, Turbo back exhaust, Intercooler



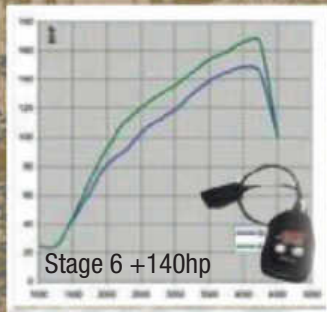
Requires Handset & software, Turbo back exhaust, Intercooler, 550cc injectors, Intake Kit



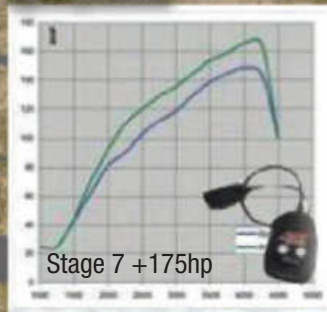
Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit



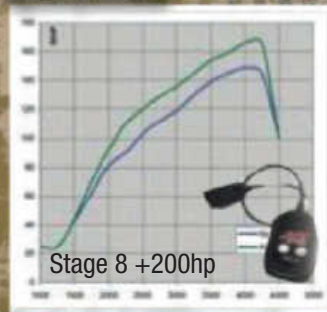
Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit, Inlet Manifold, Hi Flow Fuel Pump



Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit, Inlet Manifold, Hi Flow Fuel Pump, Hybrid Turbo



Requires Handset & software, Turbo back exhaust, Intercooler, 650cc injectors, Intake Kit, Inlet Manifold, Hi Flow Fuel Pump, Hybrid Turbo, Forged Internals, Camshafts



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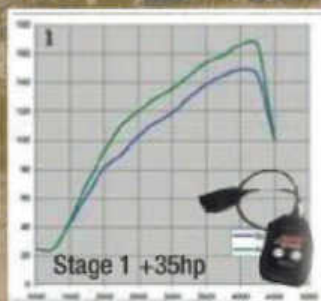
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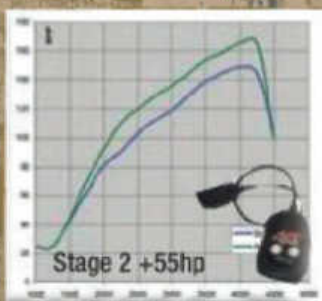
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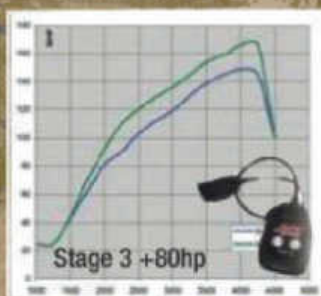
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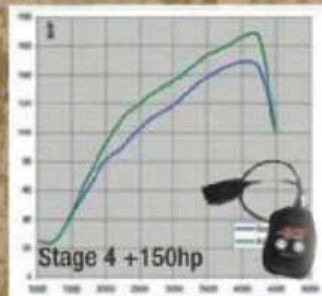
Requires Handset & software



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SIERRA RS COSWORTH THE LOWDOWN

All you need to know about buying, owning, and tuning the legendary three-door Cossie...

Fast Ford or thoroughbred classic car? Tyre-shredding street warrior or factory-standard concours showpiece? Whichever way you look at it, the Sierra RS Cosworth is a justified legend of road and track. And now, as it reaches its 30th birthday, the original Cossie is as desirable and as valuable as ever.

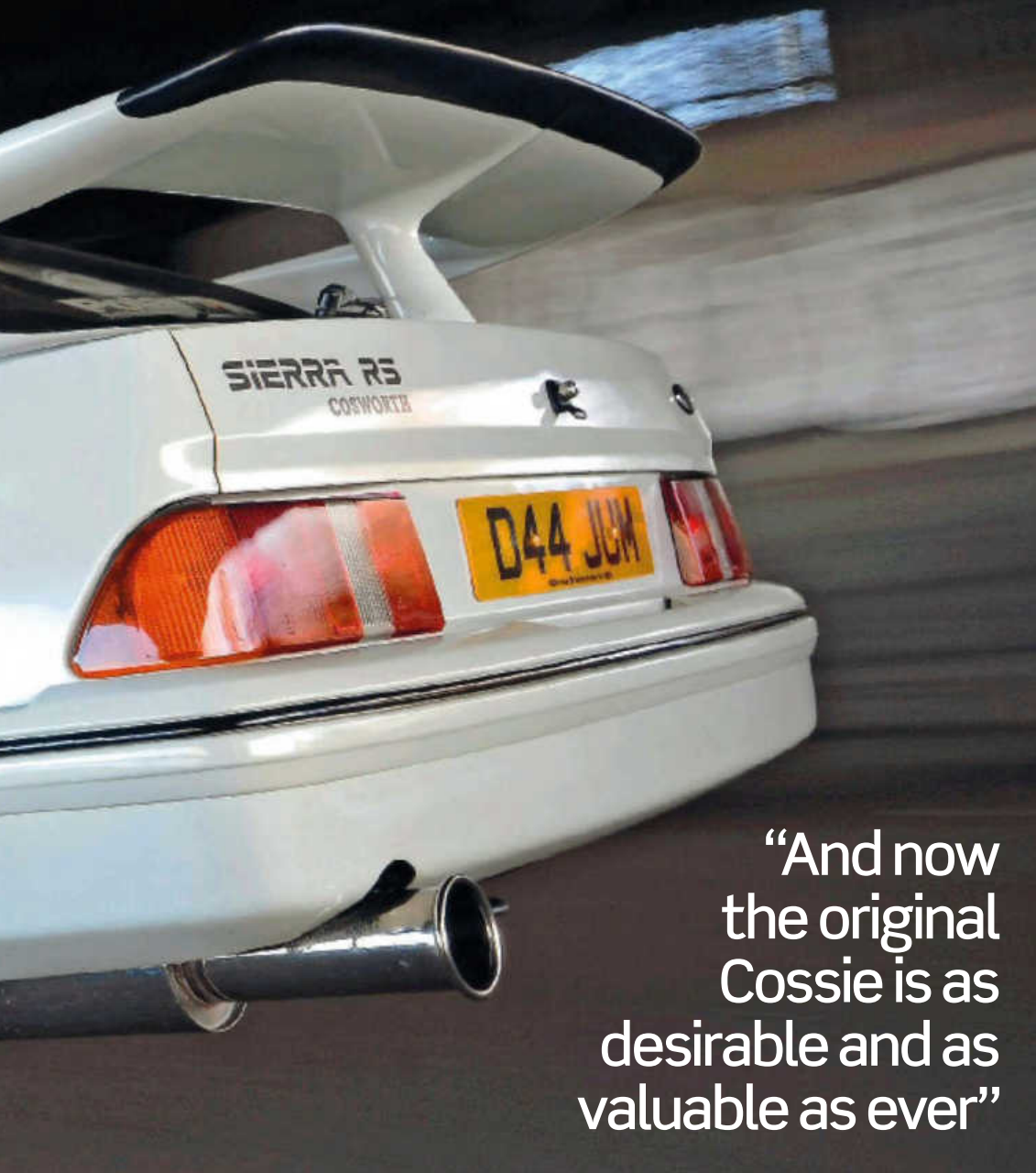
Thanks to an incredible motorsport pedigree combined with 150mph performance, arse-out rear-wheel-drive awesomeness, unlimited tuning potential and head-turning good looks, the three-door Cosworth is

just as likely to be found getting polished at an RS Owners' Club display as it as being thrashed around a circuit.

Despite the prices of mint, low-mileage examples starting to exceed the depths of most people's pockets – and even tatty models following fast – the Sierra RS Cosworth is a rock-solid investment that can still be driven simply for the thrill of it.

But don't hang around for too long, because collectors are snapping them up. So here's our lowdown on buying and enjoying one of the finest fast Fords ever created...





paintwork, creases, fresh filler or seam sealer, awkward panel gaps and such like.

Rust may be an even bigger concern. Sierras really know how to rot, so examine the shell thoroughly. Starting from the bottom up, check the chassis rails (particularly the rear box sections near the spring seats), floorpan, front crossmember, sills, bulkhead, inner and outer wheelarches (beneath the plastic extensions), doors, wings, tailgate, boot floor and beneath the tailgate seals. Double-check the engine bay, especially around the suspension turrets, which not only rust but often fold inwards and eventually collapse; another sign is excessive negative camber at the front wheels.

Mechanical components are less important, and almost everything you can unbolt is simple to replace, if not exactly cheap. Look at the exhaust to see what clouds are coming out: black is typical Cossie overfuelling (too much may be down to a bad map); blue is escaped oil (minor plumes at idle are common but under power usually point to worn piston rings or blown turbo, which should be checked by giving the innards a wiggle); white is a sure sign of head gasket or cylinder head failure – so look for coolant dripping down the block and signs of water and oil having a boogie.

A noisy engine may be equally credit card-destroying, but bear in mind it's normal for YBBs to exhibit piston slap from cold. Rumbling when warm means it's time for a rebuild. Similarly, a noisy gearbox signifies the T5 is in need of new synchros – although it will soldier on indefinitely while crunching during changes.

If you're buying as an investment, bear in mind that the biggest money follows Sierras with all their original (uncut) panels, factory paint (all three colours are equal in value) and no modifications. Low mileage, minimal former keepers and service history are less important than the overall condition.

Pay more for a three-door with an unmarked interior, and expect to splash out to replace anything that's knackered – the driver's Recaro may have a tatty bolster, the headlining and parcel shelf could be sagging, and the door cards could be wrinkled or cut with speaker holes. An uncracked dashboard is worth four figures, so bear it in mind...

“And now the original Cossie is as desirable and as valuable as ever”

VITAL STATS

MADE 1985 to 1986
PRICE WHEN NEW £15,950
PRICE NOW £8,000 to £30,000-plus
TOP SPEED 149mph
POWER 204bhp @ 6000rpm
TORQUE 205lb.ft @ 4500rpm
0-60 6.2 seconds
NUMBER BUILT 5,542
 (2,616 sold in the UK)

BUYING YOUR SIERRA RS COSWORTH

If there's one overriding rule, it's to make sure you're buying a genuine RS Cosworth. Searching through trustworthy sources is an ideal way to start – begin with the RS Owners' Club to find out if members know of suitable cars for sale; if necessary, enlist the help of an expert when viewing your potential purchase.

Avoid anything with a suspicious history. Stolen Sierras and ringers are still out there, so ensure the VIN/chassis number (found on a plate riveted to the slam panel and beneath a flap in the carpet beside the driver's seat) matches what's on the logbook; it should read WFOEXXGBBE followed by a series of two letters and five digits. Ideally, the engine number

should also match the VIN's last seven characters.

Be wary if the number is missing from the floor, but don't be surprised if it's been welded over due to rotten sills. A home-stamped or hacked-out number is a secret message for you to run away.

Many fakes have been built around base-model Sierra bodyshells, so make sure you find an enlarged gearbox tunnel, straight (horizontal) towing eye, factory-pressed cutout behind the brake servo, and a glass sunroof (unless it's a non-RS motorsport machine).

Don't be surprised to see signs of accident damage (many Cossies have been crashed and thrashed) but value the car accordingly if there's poor



“If you don’t enter Cossie ownership with your eyes wide open, you could be stung in the wallet”



HOW MUCH

£8,000 TO £15,000

Yes, there are still bargains out there if you wait for the right car to come along, but most Cosworths in this price bracket will need plenty of cash splashing out to make mint - or even roadworthy. We've seen replicas at the upper end of this scale, so tread very, very carefully.

£15,000 TO £25,000

If you want a tidy weekend toy with improvement potential, this is where to look - usable three-doors could sit at either end of this spectrum, regardless of whether they're box-stock or producing 500bhp. That said, a barn-find in need of work recently sold at auction for more than £47,000, so name your price...

£25,000-PLUS

With values rocketing almost overnight, we really wouldn't want to put a value on any concours Cosworth. Indeed, if you're not clued up on prices you could easily pay double this sum from a classic car dealer. Look for unmolested bodywork, low mileage and standard spec, and try not to spunk more than £30k unless it's something very special.





TECH SPEC

SIERRA RS COSWORTH

ENGINE

1993cc four-cylinder, 16V, DOHC YBB with cast iron 205 block and alloy cylinder head, 8.0:1 compression ratio, toothed belt drive, Weber-Marelli multi-point fuel injection and electronic management system, Garrett T03 turbocharger with intercooler

TRANSMISSION

Rear-wheel drive with Borg Warner T5 five-speed manual gearbox, viscous-coupling limited-slip differential, 204mm clutch. Final drive ratio: 3.65:1

SUSPENSION

MacPherson struts, Fichtel & Sachs gas-filled dampers, coil springs, lower track control arms, 28mm anti-roll bar (front), semi-trailing arms, coil springs, Fichtel & Sachs gas-filled dampers, 14mm anti-roll bar (rear)

BRAKES

283mm ventilated discs (front), 273mm solid discs (rear), Teves ABS

WHEELS & TYRES

7Jx15in RS alloys and Dunlop D40 205/50VR15 tyres

EXTERIOR

Three-door Sierra hatchback body with unique polycarbonate bodykit comprising deep front bumper, side skirts, wheelarch extensions and rear wing, rubber front lower splitter, front fog lamps, mesh grille, bonnet vents, colour-coded electric heated mirrors, electric front windows, tilting/sliding glass sunroof. Colours: Diamond White, Black or Moonstone Blue.

INTERIOR

Recaro front seats with grey Roma cloth trim, leather-rimmed three-spoke steering wheel, leather-covered gearknob, boost gauge within instrument binnacle.

OWNING YOUR SIERRA RS COSWORTH

A Ford with Ferrari running costs? Not quite, but if you don't enter Cossie ownership with your eyes wide open, you could be stung in the wallet.

Cosworths are heavy on fuel, consume oil and eat tyres for fun. As for parts prices, RS tax means you'll pay through the nose for everything from trim to tuning goodies. So, if your three-door is a keeper, buy and hoard as many spare parts as you can fit into your loft. And if you restore your Sierra to factory-standard, immaculate condition, it's literally better than money in the bank. Most of all, ensure the car is mint, well waxed and kept away from the weather.

But that's not what Cossies are about. Cossies are happiest when they're being driven, although they also annoy you with countless niggles.

Electrical problems are very common, often caused by

corroded, chafed or bodged-up wiring looms and connectors, especially in the engine bay beneath the nearside bonnet vent. Expect to experience non-starting, poor running, ABS failure, underfuelling, and even complete engine meltdown is possible.

A new loom and/or connectors will solve most issues, a wasted spark conversion should alleviate misfires, and swapping paper gaskets for Cometic is wise, especially at the inlet manifold. It's vital to keep the fuel pump and its wiring on top form (it needs to read 13 volts at the pump), and it's worth upgrading the ECU – the L1's pins 1 and 19 often fail, so a RWD Sapphire's L6 is preferable.

Most of your other problems will be related to age and wear, rather than Cosworth-specific. Suspension components are often tired, resulting in wandering at speed (worn track control arm bushes), sloppiness at the back



(rear beam bushes) and play in the steering (the rack or column bushes). Brake judder is also common, caused by worn or contaminated discs or pads, or seized calipers.

As for the cosmetics, standard wheels tend to need their lacquered diamond-cut finish refurbishing, headlamp lenses go yellow, and grille lugs snap off.

Many bits of trim get ratty, too, but it's a 30-year-old Ford, so what do you expect..?

At least insurance shouldn't be prohibitive these days. Policies on standard cars can be positively cheap, although even specialist cover is still pricey for modified Cossies. Either way, it's advisable to join the RS Owners' Club to get the best prices.



TUNING YOUR SIERRA RS COSWORTH

Thirty years ago, the Sierra RS Cosworth was all about performance – and making it faster has been big business for three decades.

Despite numerous owners rebuilding their cars to standard spec, there are still many of us making our three-doors more powerful than Ford intended. And even if you want to retain that factory appearance, it's feasible to run a stage one chip, stock turbo with 4x4 compressor wheel and free-flowing exhaust to produce around 270bhp. An uprated actuator and intercooler are useful additions too.

For more, ensure the engine and fuel pump are healthy, then go to stage three with green injectors, T34 turbo and 24psi boost; up to 350bhp-ish is

regarded as safe on a three-door's 205 cylinder block.

You can risk more – many 205s have withstood 500bhp – but it's wise to use a stronger 200 (4x4) block. From there, your choice of turbo, injectors and map largely depends on how you use the car and how much lag you find acceptable. NMS recommends a T04B, while MAD swears by Borg Warner turbos.

A ported head, uprated cams, long-studded block and larger injectors come next, possibly accompanied by revised compression ratio (8.5:1 is ideal for a road car, although some tuners drop to 7.2:1 for safety) and new ECU – perhaps an L8 or possibly a full aftermarket setup. The YB engine is capable of over 800bhp, but don't ask the price.


The standard T5 transmission will take 500bhp, although the synchros might not, and the clutch needs upgrading for more than 300bhp; a paddle clutch with hydraulic conversion is the recommended upgrade.

In contrast, the stock 7.5-inch viscous-coupling limited-slip differential is weak, and resorts to one-wheel drive when worn; a Titan or Gripper plate-type diff is the answer.

Suspension-wise, a set of Powerflex bushes is essential to replace the tired rubber Ford parts, while uprated springs and dampers (painted to match the originals if you've got a show car) improve the drivability; coilovers are harsh for road use, but work well on track. Talking of which, strut braces and a six-degree rear beam are wise investments if you spend time on circuits.

The three-door's four-pot front brake calipers and 283mm discs are fine if you're running standard power, especially with fast-road pads. But there's a massive choice of potential upgrades out there – including eight-piston calipers and 378mm discs for track monsters, or AP Racing 295mm fronts for those who prefer to keep their stock 7x15-inch alloys.

The standard offset is ET40, but anything down to ET25 will fit – and the wider they are, the

more they'll fill those wheelarch extensions. To avoid fouling, ET35s 7-inch rims and 215/40x17s are fine up front, with 8x17s (ET30 offset) at the back. If you don't mind chopping the arches you can get 10x18-inch wheels at the rear – but you'll need to go carefully with ride height and tyre width, not to mention speed humps... 

VITAL CONTACTS

FORD RS OWNERS CLUB
www.rslowersclub.co.uk

JULIAN GODFREY ENGINEERING
www.racetuners.com

MA DEVELOPMENTS (MAD)
www.madevelopments.com

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BILSTEIN	-	-	-	£772.22	-	-	-	-	-	£720.68
Air Filters	Panel	Induction Kits	Panel	Induction Kits	Panel	Induction Kits	Panel	Induction Kits	Panel	Induction Kits
K&N	£46.79	£152.39	£39.59	£205.19	£46.79	£152.39	£33.59	£169.19	£38.39	COMING SOON
PIPERCROSS	£49.98	-	£35.99	-	£49.98	COMING SOON	£29.98	£80.22	COMING SOON	COMING SOON
GREEN	£60.00	-	£45.97	-	£58.27	COMING SOON	£43.58	£84.22	COMING SOON	COMING SOON
Exhausts	Back Box	System	Back Box	System	Back Box	System	Back Box	System	Back Box	System
MILLTEK	-	£682.54	-	£498.98	-	£778.40	-	£356.76	-	£448.01
SCORPION	-	£558.14	-	£441.00	-	£692.10	-	£351.00	-	£449.10
PIPER	-	-	-	£430.56	-	COMING SOON	-	£323.44	-	£455.52
MONGOOSE	-	£480.37	-	£456.29	-	COMING SOON	-	£361.54	-	£463.06
Engine Bay										
SAMCO Hose Kit	£137.22		£202.15		COMING SOON		£75.54		COMING SOON	
SUPERCHIPS Bluefin	£399.00		£399.00		£399.00		£249.00		£399.00	
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DAN SIERRA COSWORTH



JAMIE MONDEO ST220



SIMON FIESTA MK6



ADE/SAPH COSSIE

FINAL COUNTDOWN

SPEC MSD live map ■ Closed loop L8 & grey injectors ■ T38 Turbo
■ Gizzmo electronic boost controller ■ Gaz Gold coilovers
■ Welded diff ■ Airtec Coolers

Now armed with all the parts needed, the rebuild of Ade's mighty YB nears an end...



It's taken a bit longer than expected, but that's so often the way when spreading yourself thinly over countless projects. But at long last

we are now on to the YB's final build up! The excellent G19 big wing sump, complete with a nicely designed gated baffle has just been bolted on.

Looking at the quality of work involved it's almost puzzling just how it can be done for not much over two hundred quid, and on such a quick turnaround! It's a highly recommended upgrade for a YB too. Not least, the advantages of a gated baffle to reduce surge, but we all know how these engines love to use a bit of oil, and the standard sump's capacity is borderline at best with zero allowance for running even slightly low. Something I know about all too well, and why mine is getting a





ADE SAPPHIRE COSWORTH



MOTORBASE FOCUS BTCC



LUKE THE TROLLEY

THIS MONTH

ADE'S SAPH COSSIE... P68
MOTORBASE'S FOCUS ST
BTCC CARS P70
DAN'S SIERRA COS.... P71



Big wing sump will help prevent oil starvation



The Irmiler split-rims are now ready to fit too!



G19 gated baffles will prevent oil surge



Ported head should release a few more ponies!



rebuild in the first place!

MJ Racing's main engine man, Rab, has been using all of his experience in crucial areas such as the stunningly ported head which includes all sorts of custom tricks for increased flow right across the range. I'd enjoyed the previous standard engine with bolt-on mods, but the torque figure being considerably higher than the power wasn't quite to my tastes, as it clearly didn't breathe so well high up in the rev range.

This new build with the bigger T38 turbo, ported head and Newman inlet cam is sure to rev effortlessly, and if all goes to plan make just as much torque, but also a good chunk more power at lower boost levels.

As the engine is built back up it's great to see the Zircotec coated exhaust manifold, CDF Racing pulleys, and the CC Aqua blasted 4x4 inlet all being put to good use. I've never owned a pretty engine bay before, but it would be rude not to put that little bit extra effort in here.

At the time of writing the cam cover has just been recoated, and the fully built engine is ready to drop back in. I had hoped the slipping clutch could be refurbished by a local firm,

but on closer inspection it turned out to be beyond economical repair, as along with the knackered friction pads the plate itself was actually distorted! Even though a new one is pricey, part of me is glad that I'll be getting a sprung paddle clutch now to replace the brutal 4 paddle solid number I used to kangaroo around with. Matt Lewis is on the case with his favoured AP

Racing 6 paddle plate and Helix heavy duty cover. Guaranteed to be smoother than my old one, and proven to 500bhp!

Also my Irmiler split rims have just re-appeared after some fitment tweaks. They were the first set ever made for a Ford, so they can be

forgiven for some teething troubles (my measurements may have been to blame!). Actually I'm not sure which I'm more excited about, finally getting these fitted, or the car being up and running again!

"I'M SO EXCITED, I JUST CAN'T HIDE IT!"
ADE

THANKS

G19
 07886 005962
www.g19engineering.com

MJ Racing
 01698 259737
www.facebook.com/MJracing.bhp



Old clutch is officially 'scrap'!



Both cars showed impressive pace at a recent tyre test!



MOTORBASE / FOCUS BTCC

WE'RE BACK!

The Focuses are ready to hit the track... and they look quick!



After sitting out the first half of the BTCC season, we're glad to announce we'll be back on the grid for rounds 16, 17, and 18 of the Championship at Snetterton. By the time you read this the race weekend of 8-9 August would have been and

gone (full report to follow next month) but at the time of writing the whole team is very excited about going racing again!

And we've got very good reason to be. All our pre-season testing showed that the car, now with its new mountune-powered engine, showed real promise, but you can only really gauge the cars' performance when you put it up directly against your closest rivals.

So with an official Dunlop tyre test taking place at Snetterton we booked

our spot, loaded up both cars, and headed off to the Norfolk circuit. With a busy testing schedule planned the day began bright and early at 9am, with both drivers taking to the track to work through a raft of setup changes and simulations during the morning. Mat Jackson concentrated mainly on outright qualifying pace, while James Cole played around with various race distance setups, but both Focuses spent the majority of the session at the top end of the time sheets.

Work continued in the afternoon sessions, again with Mat working on qualifying times and James improving the overall race pace. All was going well, and after a late change to the setup on Mat's car we were all pleased to see the number 4 car top the time sheets overall – going 0.152 seconds faster than anyone else!

We always knew we had a good car, but until you directly go up against your rivals you're never really sure how much everyone else has moved on, and just how good the car actually is. But topping the time sheets just proves that all the hard work over the winter is paying off, and we head to Snetterton full of confidence!

We'll have a full report of our first race of the season in the next issue, and fingers crossed we'll be reporting some good results!



Cracked rear disc is the latest problem to show itself

DAN/SIERRA COSSIE

SHOWING ITS AGE...

SPEC Stage 3 YBB (205 block) ■ RS500 intercooler ■ Gaz coilovers ■ RS500-style splitter ■ Comp MOS ■ Hose Technik hoses ■ Powerflex bushes

So close to be road ready, the Cossie throws up another surprise...



Thirty years of the Sierra RS Cosworth. Crikey. Thirty years of turbo lag and neck-snapping boost. And, if we're feeling facetious, 30 years of misfires and electrical faults... Yes, those typical Cossie niggles have raised their heads and, true to their 30-year tradition, they've appeared when it's most annoying.

There I was, thinking the old three-door was ready to return to the road after a few weeks on axle stands, but the damn thing was determined to

fight me all the way.

A fully-refurbished set of Gaz GHA coilovers had just been stuffed beneath the wheelarches, topped with tight Powerflex polyurethane top mounts to complete the Sierra's newly-tautened chassis.

A kit of sexy, red Hose Technik brake lines was then added, aimed at making the best of standard Cosworth stoppers until I can justify splashing out four-figure sums on massive anchors.

And that was when the next problem emerged. Peeking out from behind a rear brake pad, a dirty crack dissected the overly-grooved disc. A pair of plain EBC discs was duly



ordered, but who needs a car to stop, when it won't even start..?

It cranked and it cranked. It spluttered, occasionally fired, and eventually idled at 3,000rpm. Then died again. This disobedient YBB was reminding me all about the joys of Cossie ownership.

As luck would have it, my old Sapphire was sitting nearby under a pile of dust, and offered to donate its organs to bring the three-door back to life. Plugs, leads, coil, idle control valve, crank sensor and throttle position sensor were replaced; the fuel pump and relay were checked; even the ECU - an RS500's antiquated level one - was suspected.

Eventually, I pestered Karl at Norris Motorsport and Jano at OddKidd Creations, who were kind enough not just to point out the solution but also avoid laughing at me for forgetting the Sierra has a diagnostic port...

Two minutes later, the ol' paper-clip-between-the-pins method told me I owned a knackered coolant temperature sensor. Okay, I admit I'd been trying to avoid an hour on my back with antifreeze trickling down my arm, but the Sapphire's sensor had the Sierra running again. With a brand-new replacement ordered from Brands Hatch Performance, I've decided it's time to look at replacing the entire engine loom. It is 30 years old, after all.

THANKS

Gaz Shocks

www.gazshocks.com

Hose Technik

www.hosetechnik.com

Norris Motorsport

www.norrismotorsport.co.uk

OddKidd Creations

www.oddkiddcreations.co.uk

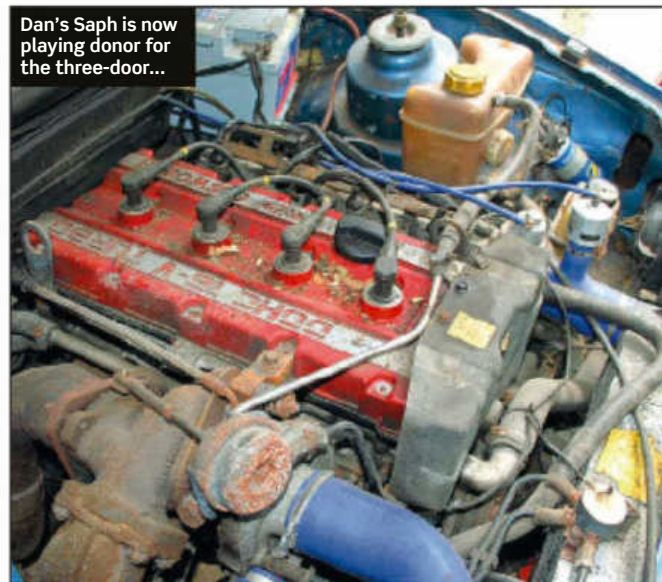
Powerflex

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The brake fluid definitely needed replacing...

Dan's Saph is now playing donor for the three-door...





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Words: Dan Furr Photos: Ade Brannan

INSPIRED BY

When a petrolhead swears an allegiance to the output of one car maker over all others, it's highly unlikely that he or she will be tempted by the offerings of a rival manufacturer, irrespective of how good the competing brand's motors might be. Every now and again, however, a curveball gets thrown in the form of a model that proves to be too difficult to ignore...

County Durham resident, Michael Robson, found himself unexpectedly straddling the fine line between two different

marques back in 2013, and he couldn't have been torn by more opposing badges. "I was a Vauxhall man with a tidy Corsa D VXR to my name," he confirms. "I was about to invest a huge amount of money in power upgrades for the car, but I quickly forced my wallet shut after seeing the Focus RS500 that had been bought by a mate's Dad," he says.

Ah, the mighty Focus RS500. Billed as "the ultimate performance Ford" and decorated in a cloak of matt black, the stealthy hot hatch was sold in limited numbers in the UK (just 101 of the 500 are reported to have been offered to British customers), meaning that only a few lucky punters will have sat behind the special edition Blue Oval's wheel and experienced its mighty 350bhp factory power output. That's not to say that the rest of us can't blag a ride in one, though! ➤

Michael Robson parted with the Vauxhall scene and built himself a **430bhp** Mk2 Focus RS after experiencing a dream ride in an RS500 cut from the same cloth...

GREATNESS

“I was amazed at the car’s raw performance, and I immediately shifted my attention away from Vauxhalls in favour of Fords”



“To my delight, my mate’s Dad took me out for a spin in his new toy,” continues Michael. “I was amazed at the car’s raw performance, and I immediately shifted my attention away from Vauxhalls in favour of Fords. In fact, the Corsa was up for sale a short while later, and I was looking for my own fast Focus to replace it with!” he smirks.

A search of forums, auction websites and classifieds produced more than a few examples that were of interest, but it was a white Mk2 RS that had Michael opening his wallet

again. “Bagging an RS500 was the stuff of fantasy, but a genuine Focus RS seemed to be the next best thing,” he reasons. Better still, the RS that he’d set his sights on had been well looked after by its previous owners.

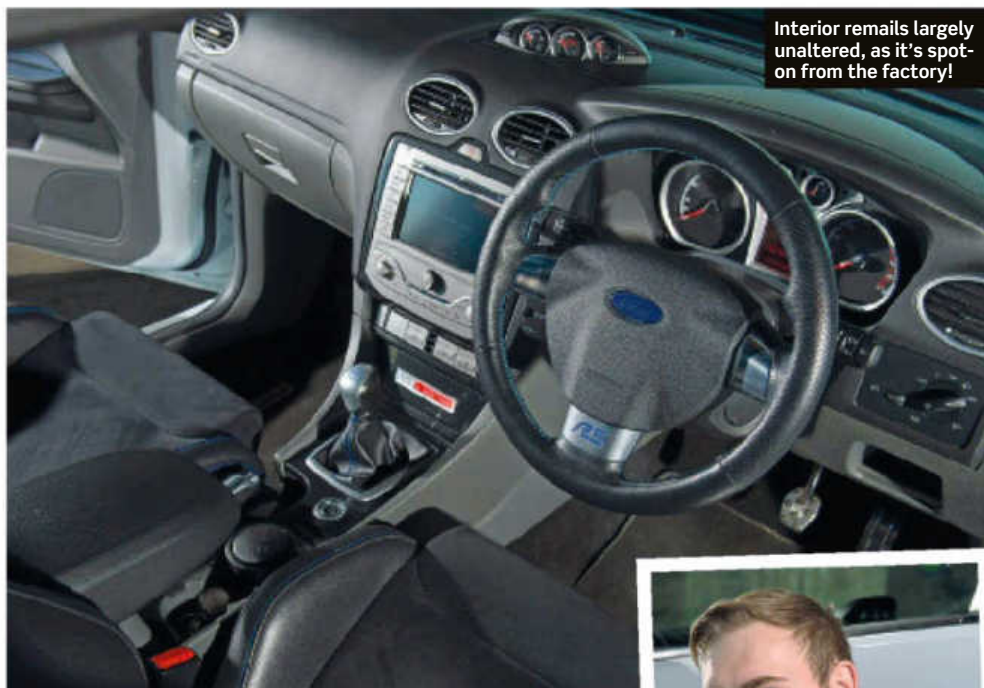
The car’s remarkably low 7600 miles were the result of an early life spent in a Carcoon where it lay dormant as a collector’s piece, followed by time in the custody of a Focus fan who wanted to use and tune the car, but not so much that it would gain any serious mileage or be under any mechanical stress. The upshot of these first two phases of the

Ford’s pampered existence was that Michael found himself in the presence of a factory fresh RS that was well on its way to a Stage 1 state of tune.

It would be fair to assume that hopping in and out of a ‘regular’ RS after experiencing the thrills and spills of an RS500 might feel like something of a letdown, but this simply wasn’t the case as far as Mr Robson was concerned. Admittedly, his was an RS packing a stainless steel exhaust system, an enlarged intercooler and an induction kit, yet he was thrilled with the way that his pride and joy performed even with memories of

those earlier Focus flirtations still buzzing about his bonce. Nevertheless, as is the case with so many lead-footed Ford fans, his initial excitement soon made way for intrigue and curiosity regarding the potential to release a few more trapped ponies from beneath his Blue Oval’s bonnet.

A casual chat with a friend who happened to be an employee at Northampton-based Ford fettling firm, Jamsport, would set the course for the next phase of the white wonder’s colourful journey, and Michael was



Interior remains largely unaltered, as it's spot-on from the factory!



Wing mirror covers are just some of the carbon details



DRIVER SPEC

MICHAEL ROBSON

Age: 22

Job: Nissan UK manufacturing operative

First Ford: This one!

Favourite Ford: Mk1 Focus RS

Best mod: The carbon detailing

What's next: Semi-slicks and coilovers





This RS is sprinkled with genuine carbon fibre upgrades



convinced of the merits of building on the rock solid foundation that he had inherited when buying the car. Enquiries regarding the costs involved in a Stage 2 upgrade saw his overactive wallet make another appearance, this time emptying itself in exchange for an Anembo plenum, a Group A air filter, an Airtec intercooler, enlarged boost pipes and a replacement exhaust in the form of a three-inch Mongoose system coupled with a Section 59 backbox.

Additionally, the car's previous owner had given Michael a set of Bosch 650cc fuel injectors. These were a welcome upgrade that would be more than capable of

bolstering a fuel system hungry for juice as the Ford's new owner tested its abilities as a fast road racer. "The car was producing 430bhp and a huge 570lb-per-foot of torque within six months of my name appearing on its logbook," admits Michael. "I was having great fun with it, and my newfound sense of speed encouraged me to book track time at Croft, Silverstone and the Nürburgring," he says.

Sensibly, he decided to upgrade other areas of the car before hitting the hallowed ground of the Green Hell; a Vibra Technics torque mount, a Pro Alloy breather kit, giant K-Sport eight-pot stoppers and Eibach lowering springs were added to the

proceedings, while forum-found gold Compomotive MO6 multi-spokes were painted gloss black before being wrapped in Michelin Pilot Sport PS2 rubber and bolted into each corner.

The wheels are a solid nine-inches wide, providing a greater surface contact area than the stock 8.5J factory rims – an altered aspect of the car that has given Michael confidence when putting the pedal to the metal at the racing circuit. "Vastly increased traction has given me more faith in the car's willingness to take whatever I can throw at it. This is very reassuring, particularly because I push the car hard whenever I get the opportunity to do



““The car was producing 430bhp and a huge 570lb-per-foot of torque within six months of my name appearing on its logbook”

TECH SPEC

MK2 FOCUS RS

ENGINE

2.5-litre 20-valve Duratec turbo, Group A air filter, Anembo plenum, Airtec Stage 2 intercooler, enlarged boost pipes, Mongoose 3-inch stainless steel exhaust system with Section 59 back box, Bosch 650cc fuel injectors, Pro Alloy oil breather kit, Vibra Technics torque mount

POWER

430bhp, 570lb/ft torque

TRANSMISSION

Front-wheel drive, factory six-speed manual gearbox and limited-slip differential, standard clutch and flywheel

SUSPENSION

Factory dampers, Eibach Sportline 20mm lowering springs

BRAKES

K-Sport 8-piston front calipers with grooved discs, factory rear brakes, Ferodo DS2500 pads, racing brake fluid

WHEELS & TYRES

9x18-inch Compomotive MO6 wheels painted black, Michelin Pilot Sport PS2 245/40/18 tyres

EXTERIOR

Front end respray, genuine carbon-fibre detailing (fog light surrounds, washer jet covers, headlight trims, bonnet strip and vents, door mirror cases, wing vents, spoiler, diffuser), DMB red and black gel badges, red RS badge inlays, 'JS400' graphics, rally-style mud flaps

INTERIOR

Lux 1 and 2 trim with upgraded seats, factory satellite navigation, USB and Bluetooth integration

THANKS

Jamie and the Jamsport team for mapping the car, Bryan at Thompson's MOT for carrying out all the work, my girlfriend and family for putting up with my hobby, and thanks to HBRC for the paintwork.



“I push the car hard whenever I get the opportunity to do so, and I don’t plan on holding back when I’m racing around the ‘Ring!’”



Huge 8-pot brakes prove very handy on track!

so, and I don’t plan on holding back when I’m racing around the ‘Ring!’ he beams.

Coilovers, a high-flow fuel pump, semi-slick tyres and a six-paddle clutch are on the cards following Michael’s return from Germany, but he’s held back on performance-enhancing upgrades for the time being in order to concentrate his efforts on personalising the appearance of his fruity Ford. A front end respray has hidden battle scars and stone chips accumulated during various track days, while a mass of genuine carbon-fibre can be seen on almost every panel: fog light surrounds, washer jet

covers, headlight trims, bonnet vents, door mirror cases, wing vents, the car’s rear spoiler and its diffuser are all made out of the wicked weave.

Continuing with aesthetic updates, any exterior RS logo has been treated to a red tint. Gel badges and rally themed mud flaps also make an appearance, although don’t be fooled into thinking that the latter indicates a desire for more grunt or an intention to battle across rough terrain. “I’m going to put the car in for another mapping session as soon as I’m home from the Nürburgring. I don’t necessarily want a massive hike in horsepower, but the overseas trip will provide me with a valuable insight into where I can make improvements to get the best out of the equipment that I’ve already installed,” muses Michael.

Of course, we have to ask the burning question: has this magnificent Mk2 been pitched against the black beauty that inspired its build? “Not yet!” Perhaps that’s wishful thinking on our part?! Either way, we love what Michael has achieved, and we’re sure that many readers will be just as inspired by his fantastic Ford as he was by the RS500! 📷





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To show off the vast array of tuning products they offer, *The Performance Company* have tweaked the power of their Mk3 Focus ST demo car to around **280bhp** and then slammed it to the floor on a brand new air suspension system!

Words: Paul Cowland Photos: Chris Wallbank

AIR FORCE ONE

Company car schemes... they're usually pretty boring aren't they? If you've ever had a company car yourself, or know someone in your family that has, you'll know that generally speaking, you often have to choose from a fairly safe and mundane list of 'sensible' motors. Things are somewhat different in the tuning industry, however. Here, not only are the cars in

question a little more exciting to begin with, but when the view from your office window is racks of choice tuning parts, then it comes as little surprise to find that one or two of them will work their way onto your chosen steed – all in the name of product demonstration and evaluation, of course!

Exhibit 'A' is the Mk3 Focus ST of long-suffering *The Performance Company* employee, Matt

Wootton. As part of his role as General Manager in the firm, Matt collected his unsuspecting car from his local dealer – as you do – before enjoying it for a few weeks in standard trim. Now, the Focus ST is a damn good car even in factory fettle, but when your desk is only feet away from wheels, tyres, suspension, exhausts and brake kits – what are you going to do? Understandably, it didn't take the TPC team long to start

creating their own idea of art with the enticing blank canvas that the Focus had to offer.

As good friends of the team at the Rotashop online store, it didn't take the guys many meetings to work out the right rims for this ride. Rota GTRs look good on just about anything, but when selected in white, against bright red paintwork they work particularly well. Wrapped in a set of Toyo Proxes T1-Sport tyres.



Is this the UK's first Mk3 ST to be fitted with air suspension? Quite possibly...



After all, with all that power from the factory – and the thought of more on the cards – meant that this work's hack was always going to need a little extra help in the grip department.

Big wheels and bigger power also need similarly sized brakes if you want the whole package to hang together. Walking down the next aisle of the warehouse, Matt only had to open a set of the impressively sized 330mm V-Maxx

brakes to make sure he had the stopping power – and looks – he needed. These stoppers really do look the part tucked inside the big Rota rims – and with a set of EBC Yellow stuff pads and Goodridge lines fitted front and back, this ST can now haul itself down in a seriously short distance.

As the UK distributor for Remus, it seemed only polite to add one of their sonorous systems into the mix, too. Keeping things on

the legal side, Matt opted for a cat-back performance system, complete with a brace of 115mm tail pipes to finish the look in the stock valance. Note wise, these systems have just enough burble and rasp to make life interesting, without the drone and resonance that can spoil a daily-driven motor. Whilst raiding the Remus catalogue, Matt also treated the car to one of the impressively compact Remus Powerizer units.

These impressive little boxes of tricks are essentially a pre-mapped ECU upgrade which fits simply and easily, yet in the case of the Focus ST, ramps the power up to an impressive 280bhp when used in conjunction with the improved breathing Matt has also added. Mapped to be super-safe, and leaving all of the factory protection in place, TPC claims these units are a great way of sensibly and



“Once in, the AirREX system has a few party tricks up its sleeve”

➤ easily gaining additional power for a wide range of cars.

Assisting in achieving that power figure are a few extra components. Cold air is now plentiful thanks to the hungry, open jaws of the free-flowing Revo intake system, while excessive charge temperatures are just a distance and long-forgotten memory due to the effective upgrade of a Forge front mount intercooler. Whilst on the phone to the Gloucestershire tuning giants, Matt also got Forge to add a set of their hoses, recirculating dump valve and uprated actuator in order to cope with the extra power and boost. Not a bad way to finish off an already excellent power plant.

Coming towards the end of his company trolley dash, Matt then accessed the dark and inviting corner of TPC's warehouse that homes the Ultra Racing lines. Keen to show off a few of the products

for the Mk3 ST, Matt specced a full run of front, mid and rear lower braces for the Focus. Again, fitting in superbly with the whole red and white theme.

As a finishing touch, the front UK grille was replaced with a much cleaner-looking US version, making the whole car look more complete as a design once the white graphics had been added.

All of these upgrades would have made for a great demo car in its own right, but the final foray is most definitely the one that has had the most profound effect on this ST's presence – the fitment of the digitally-controlled AirRex suspension kit. AirREX has perhaps best been known as the preferred supplier of air suspension systems for current internet breakers, Liberty Walk. Every single LW ride you have seen scraping the tarmac at either the Tokyo Auto Salon or SEMA shows rides on AirREX. It's not just about



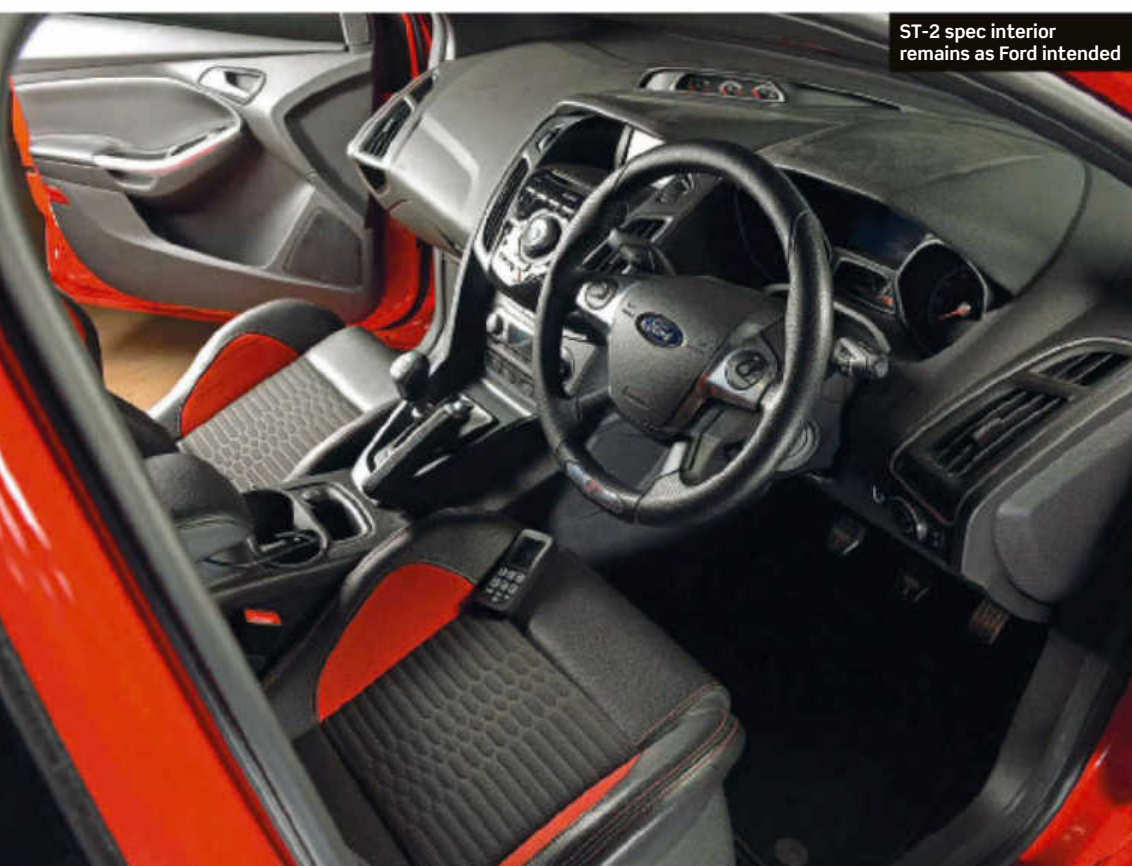
Air suspension is easily adjusted via remote control!





MK3 FOCUS ST

The 2.0 EcoBoost unit now produces a healthy 280bhp thanks to some choice upgrades



ST-2 spec interior remains as Ford intended

TECH SPEC

MK3 FOCUS ST

ENGINE

Focus ST 2.0-litre EcoBoost, Remus Cat back system with 2x 115mm tail pipes, Remus 'Powerizer' ECU unit, Revo intake, Forge Motorsport front mount intercooler, silicone hose, recirc valve, and uprated actuator

POWER

280bhp (owner estimate)

TRANSMISSION

Focus ST 6-speed gearbox, factory clutch

SUSPENSION

AirRex air suspension with digital remote management

BRAKES

Fronts: Vmaxx 330mm big brake conversion, EBC yellow stuff pads, Goodridge braided brake lines
Rears: Focus ST rear discs with EBC YellowStuff pads and Goodridge brake line

WHEELS & TYRES

White 9x19-inch Rota GTR rims, with 235/35ZR19 Toyo Proxes T1 Sport tyres

EXTERIOR

Factory Focus ST bumpers and skirts, US-spec front grille, Ultra Racing underbody bracing (front, mid, and rear lower braces)

INTERIOR

Factory Focus ST-2 spec

THANKS

The Performance Company (www.theperformance.com), Revo (www.revotechnik.com), Forge Motorsport (www.forgemotorsport.co.uk), Toyo (www.toyo.co.uk)



the quality, of course, as AirREX systems are pretty much 'plug and play', being much quicker and easier to fit than many of their competitors – a job that made the full air install on the Focus the job of just a few hours. This is because all the primary control components - valve block, compressor, air tank and purge valve - are contained in a composite wood casing with a neat smoked acrylic window. Once this case was secured in position, two simple electrical connections (power and ground) and four 'plug and play' plumbing connections (one to each air spring) completed the installation.

Once in, the AirREX system had a few party tricks up its sleeve. As a fully digital system, it's wireless in operation and minutely adjustable from an intuitive, hand-held commander unit. Using this smart remote, each corner can now be controlled either individually, in pairs, or collectively. Ride heights can be configured at pre-set levels, while precise air spring pressures can be monitored from the commander unit's backlit TFT LCD screen. As if that wasn't enough, in addition to minute ride height adjustment, the well-engineered AirREX struts offer adjustable

AirREX kit is mounted neatly in the boot



damping force for precise control of handling and feel. The system also scores highly by running a much lower power feed than many others systems, being fused at just 20A – so much less likely to overload the electronics of the ST!

The resulting package is a fantastic motor. Easy on the eye, rapid on the tarmac – and definitely capable of turning more than a few heads with the suspension dialled in to 'stun' setting and laying frame on the showground. Using one of the most practical of hot-hatches, *The Performance Company* really has knocked it out of the park with their version of a so-called 'company car'... 📺





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Want to get your Mk3 Focus ST handling like it's on rails, then look no further than these Gaz Gold coilovers. Featuring adjustable height and damping settings in all four corners you'll be able to get the car setup just how you like it. Plus, as with all Gaz Gold kits, the units come treated in a black zinc protective finish with a coarse acme thread to ensure they stay in good nick – in fact they even come with a two year warranty!

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Tarox have just released a complete range of braking upgrades for the mighty Mk2 Focus RS. All of which are designed to keep costs affordable for the fast road user wanting to improve their standard braking setup but without the four-figure sum of a big brake kit. So, Tarox have released new uprated discs, available in either 'Sport Japan' or 'F2000' style, for just £306 a pair. To accompany these you'll want some performance 'Strada' brake pads that come in at just £145, and to really finish things off a set of braided lines costing just £90 really completes the braking overhaul.

www.tarox.co.uk



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Made from premium black leather with contrasting blue interior lining and blue stitching, this luxury keyring from M-Sport is the perfect way to show your allegiance to your favourite WRC team. With the M-Sport logo pressed one side, and the web address on the other, this quality keyring will provide the perfect companion to the keys of your very own fast Ford while showing your support for the rally team too.

www.M-SportStore.com



M-SPORT STARTER BUTTON

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This neat little starter button gel badge from M-Sport is a quick and easy way to smarten the interior of your Ford. The badge measures 20mm and will fit all models with dash-mounted starters except Mk1 Focus RS and Mk1 Kuga. Simply peel off the backing and stick the gel badge over the button – no fiddly stuff necessary.

www.M-SportStore.com

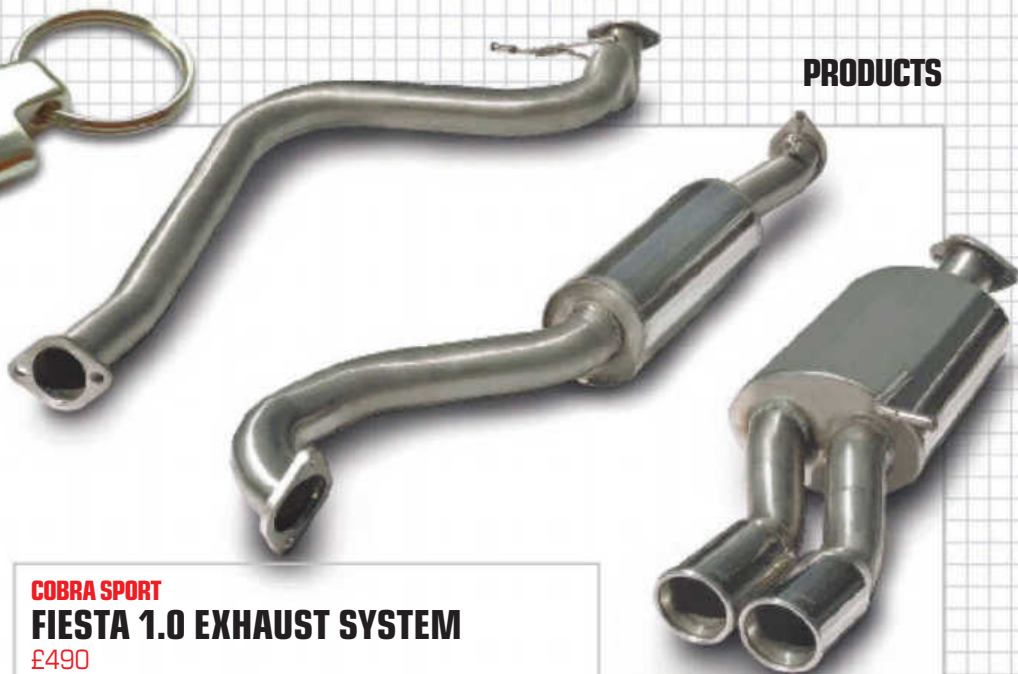
COBRA SPORT

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The 1.0-litre EcoBoost Fiesta is a punchy little car that's just crying out for an exhaust upgrade, and thanks to Cobra Sport you can now do just that. They offer a resonated (£595) and non-resonated (£490) cat-back system for the feisty Fiesta, which, unlike the stock system, adds a smart twin 3-inch tailpipe shaped to suit to the Mk7's rear valance to improve the visual appeal as well as help the engine breathe better and sound more exciting too.

www.cobrasport.com



V-MAXX

MK4 MONDEO SPRINGS

£170

The surprisingly entertaining Mk4 Mondeo saloon can now be made even better thanks to a set of sports springs from V-MAXX.

Available for both petrol and diesel models, the new springs will not only get the Mondeo sitting and looking better, it'll help improve the handling too. As a direct replacement for the stock item these springs have been specifically designed to work with the standard dampers, and provide a subtle 35mm drop all round.

www.v-maxx.co.uk



TARMAC SPORTZ

FIESTA ST MUDFLAPS

£139

Tarmac Sportz are now offering Rally Armor mudflaps for the Mk7 Fiesta ST. Designed to exceed OEM standards the kit is a simple bolt-on affair and comes with all the required fixings. The flaps themselves are precisely cut from competition-quality polyurethane, so they retain their shape and function regardless of climatic change, offering protection from stone chips, dirt, and debris all year round. They look cool too.

www.tarmacsportz.com



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TESTED

PUTTING NEW PRODUCTS THROUGH THEIR PACES...

➔ There's no denying that in our scene wheels are everything and it makes sense that, after you've dropped a fair chunk of your hard-earned getting the perfect ones, you're going to want to keep them in tip-top condition.

With that in mind it's worth knowing that the biggest killer of wheels (apart from the missus borrowing your car of course!) is brake dust. Made up of a combination of metal particles, adhesive residues and carbon fibres, brake dust is typically deposited on your wheels at high temperatures meaning it will soon eat into any protective coatings. Iron deposits can also oxidise

causing corrosion along with the (often acidic) adhesives which will bond to anything in sight, making it all pretty hard to shift. Leave it long enough and you'll not only lose those protective layers but the actual metal of the wheel will be compromised. Not great for structural integrity.

There is a solution and that's simply regular cleaning with a product that can dissolve the brake dust, along with any other salt and road grime you throw at it. ValetPRO reckon their Dragon's Breath is not only one of the best on the market to do just that, but it's also one of the easiest to use – so let's put it to the test and find out if they're right....



TESTED

Technically speaking, although many outlets list it as a wheel cleaner, Dragon's Breath is an iron and fallout remover meaning it's also safe for use on glass and paintwork. For the most part though, you'll be using this on your rims because that's where you'll find the majority of baked on corrosive deposits. They're arguably the hardest part of your car to clean and maintain too.

According to ValetPRO the idea here is to cause a chemical reaction forcing iron particles from their solid state into a liquid which can simply be wiped or rinsed off. Adhesive residues and other grime will also be removed with a minimum of effort and it's designed for use on all wheel finishes, even those of the chrome or polished variety. Some pretty big claims.

Now, the trouble with giving a product like this a proper challenge is that us modifiers tend to look after our wheels as if they were our own babies – with much love and regular cleaning. To find some really abused rims I had to call in a ringer, one that should show up any flaws. Besides, what can be more difficult for a cleaner than white wheels eh?

MIDGE'S VERDICT

ValetPRO have been round for quite a while now and, having tested a few of their products in the past, they'd already set the bar pretty high. Luckily Dragon's Breath was no disappointment.

The first thing you notice is the pong – they got it spot on with the name, it really does smell awful. I like that premise though – it means no gimmicks.

It's a relatively thick clear gel and that's also a good thing, it still gets into all the nooks and

crannies but its viscosity means it lingers on the wheel attacking the grime and brake dust rather than quickly running off all over the floor (and ultimately wasting your cash).

Best of all, it's bloody powerful, certainly more than you'd expect from a product you could be using on your paintjob. The wheels I used were pretty mucky and I was fully expecting to have to agitate the gel with

a wheel brush (it even says in the instructions to do so if necessary). I didn't. Instead I just sprayed it on, waited for 5 minutes or so for the gel to react with the iron particles (turning a rather fetching shade of pinky/purple) and then rinsed it all off with a bucket of clean water. All that crap quite literally ran off, all that was necessary was a quick wipe over at the end – hardly any effort at all. Very impressive. 



READERS CARS

Engine swapped, or styled to the max? Send us your modded Blue Ovals!



RICCI DAVIES MK5 FIESTA

+ When Ricci first bought his beloved Mk5 Fiesta it was totally standard apart from a set of dodgy aftermarket alloy wheels. But after stripping it back to nothing and having the shell resprayed, the Fiesta was treated to a Zetec S bodykit and Mk5 Escort RS2000 alloys. It also saw its original 1.25-litre engine replaced with the 1.7-litre lump from a Puma. And Ricci's been

busy breathing more life in to the freshly fitted motor too. It now boasts high-lift cams, a knife-edge crank, larger throttle body, straight-through exhaust system, and a custom remap. Keeping that under control with stock suspension and brakes was never going to work, so Ricci's fitted AP coilovers and a Mondeo Mk3 caliper and Focus ST170 300mm brake upgrade too!



ROSS COLBOURNE FOCUS ST170

+ The Focus ST170 has to be one of the best bargain Blue Ovals you can buy! There's not many other Blue Ovals that offer the same level of performance, practicality, and style for the same money. And, as Ross has proved, with a few tweaks here and there you can really improve on things. Ross has treated his ST170

to a host of subtle styling upgrades, including tinted windows, Heko wind deflectors, mud flaps, Werx rear spoiler, and smoked lights, among others. Under the bonnet that 170bhp Zetec sings a little better thanks to a Pipercross induction kit, while the red piping and red Magnecor leads add a splash of colour too.



BRADLEY KERRY MK7 FIESTA 1.0



+ If you saw our guide to insurance friendly fast Fords recently, you'll know how highly we rate the 1.0-litre EcoBoost-powered Mk7 Fiesta. Bradley's example only serves to further strengthen our reasoning too! Dropped 30mm on Eibach springs, and with 17-inch OZ SuperTurismos under the arches it looks every part as sporty as its ST

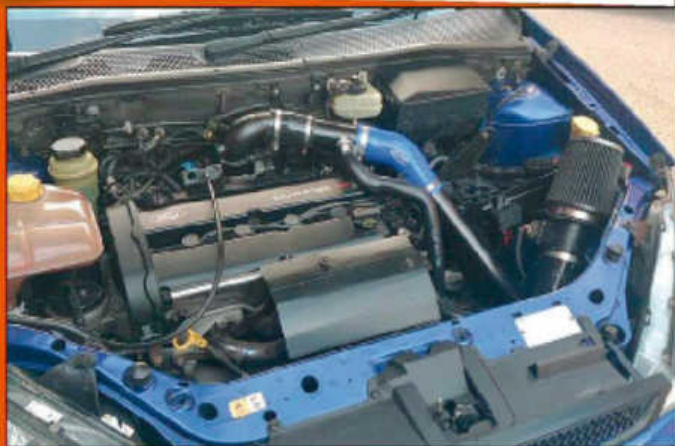
siblings. Around the back you'll find a Pumaspeed rear diffuser adding a healthy dollop of aggression to they styling, and with a full custom exhaust combined with an induction kit Bradley's Fiesta sounds the part too. On the inside the headlining has been retrimmed in black Alcantara for that luxury feel.



MARTIN BASHFORTH MK1 FOCUS RS

+ Martin's Focus RS produces a whopping 350bhp and 360ft.lb thanks to a selection of performance upgrades. The GT25 conversion, K&N induction kit, 4-1 tubular exhaust, and Dreamscience map all come together to provide some serious grunt. Martin's added a few cosmetic touches too, such as the ST170 headlights, front splitter, and smoked indicators,

but the biggest change can be found inside. The original 6-disc CD player has been removed and replaced by a 7-inch touchscreen headunit hooked up to a mini PC. This neat little device can now store 120Gb of music and videos, as well as featuring DAB radio, Sat Nav, OBD diagnostics, and even recording video from a front-facing camera! Perfect for trackdays!



PHILLIP TOLSON MK6 FIESTA ST

+ Phillip has focused most of his attention improving the looks of his Fiesta ST. It now wears a Triple R front splitter, RS bonnet vents, and an RS-style rear diffuser – all finished in Gloss Black to contrast with the Performance Blue paintwork. The stance is sorted thanks to a set of

Eibach springs dropping the arches nicely over those Borbet A rims. Inside Phillip's got busy with the hydrodipping process and he's also upgraded all the interior lights to SMDs. Phillip has just blown his diff, so has taken the opportunity to fit a lightweight flywheel and uprated clutch too!



LUKE VENUS MK6 FIESTA ZETEC S TDCI

+ Luke's little TDCi-powered Mk6 Fiesta ZS is a far cry from the humble shopping car it left the factory as. Thanks to a remap by AmD, a Focus RS front mount intercooler, and Milltek exhaust system it's now producing a very respectable 120bhp, and bags of torque to go with it! The styling has been

taken care of too, thanks mainly to an 80mm drop all round on coilovers, coupled to those stunning 3SDM alloys. Colour coded bumpstrips, gloss black grilles, and the soon-to-be-fitted RS bonnet vents all add to the styling upgrades, while 300mm brakes help ensure it stays looking pretty!

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WORDS AND PHOTOS

Dan Sherwood



PassionFord meets are always well attended



With a mix of old and new, all Fords are welcome



It was Blue Ovals abound as the lads and ladettes of the PassionFord forum descended on London's legendary Ace Café for their annual bash...

Originally founded as a club to offer Ford fans a forum to wax lyrical about their preferred brand of performance motor – but without the usual joining fees and internal politics that can so often taint car clubs and forums – PassionFord has been a key member of the fast Ford fraternity for 12 years now, yet its popularity seems to only get stronger. We witnessed this love for the club at their latest annual get together held at a certain well-known eating establishment located at Park Royal on London's north circular. Ace Cafe is a name known to many a petrolhead for serving up a unique mix of beers, burgers and bhp with an atmosphere that's all its own. And for one night a year at least, the place gets packed out with PassionFord members from far and wide. The early birds started arriving from as early as

5pm, all eager to bag a prime spot in Ace's car park before it reached capacity and the remaining cars are forced to park out in the surrounding streets. After a rough count up, we'd estimate that, at its peak, around 450 cars made the pilgrimage to the Ace for the meet, meaning the roads outside the Cafe were packed to the gills with fast Fords all the way from Stonebridge Park to Hanger Lane roundabout.

The club's official event organiser, Steve Gamblen, explains what makes PassionFord's members such dedicated followers. "The club is really friendly and all-inclusive," Steve says. "Any Ford owner is welcome, and it doesn't matter if you have a 1940s hot-rod or an up-to-the minute Focus RS hot hatch, which means we get a great mix of cars and owners at each event to really keep things interesting."



With so many cars attending, the meet spills out on the streets!



"Where's the engine...?"

"We get a great mix of cars and owners at each event"

Steve also explains that, were it not for the forecast of bad weather, he reckons there could've been even more members turning up to join in!

"These meets are always busy no matter what the weather, as most of the members who attend are pretty hardcore and don't mind a bit of rain, but there's always a few that balk at the idea of sitting in a rainy carpark for a night," laughs Steve.

Luckily for the fans that did brave the inclement forecast, the Ace stayed dry for most of the night with only a shower at around 10pm to dampen any spirits and call a slightly early end to the proceedings. But even with the rain, some people stayed around until way past 11pm, which just proves their loyalty and love for the Blue Oval badge and its faithful followers. Now that's what you call passion!

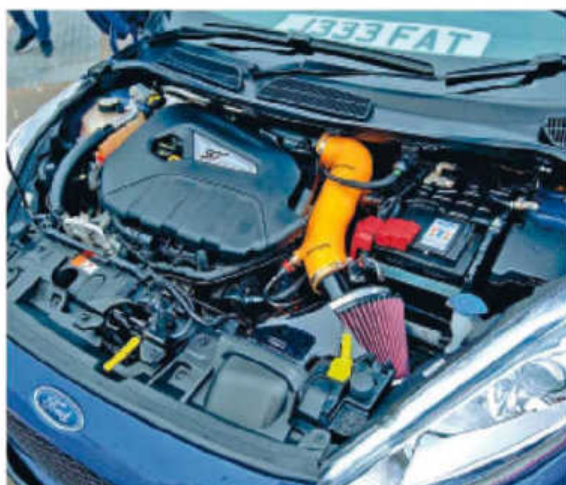


"...Oh, there it is... in the boot!"

KEITH WHEELWRIGHT ESCORT GTI

If you saw it driving on the street, or even if it were parked next to you at a show, unless Keith Wheelwright popped the boot or bonnet of his outwardly standard-looking Escort, you'd be hard pushed to tell it was anything special. However, you'd soon be changing your tune when the bonnet did eventually arc skywards. "Where's the engine?!" you'd cry. "Oh, there it is... in the boot!" A totally bonkers rear engine, rear-wheel drive conversion utilising a 2.0-litre RS2000 I4 engine running on Honda CBR900 superbike carbs makes this Escort GTi one serious sleeper. The motor sits on a 2-inch by 2-inch box-section subframe and runs pretty much the same as it did in the front, only now the power goes directly to the rear wheels instead. Pushing 153bhp and running a Mondeo ST24 back box, not to mention the stripped rear end with mid-mounted firewall, it's certainly far from shy!

Front splitter and RS bonnet vents add a dollop of aggression

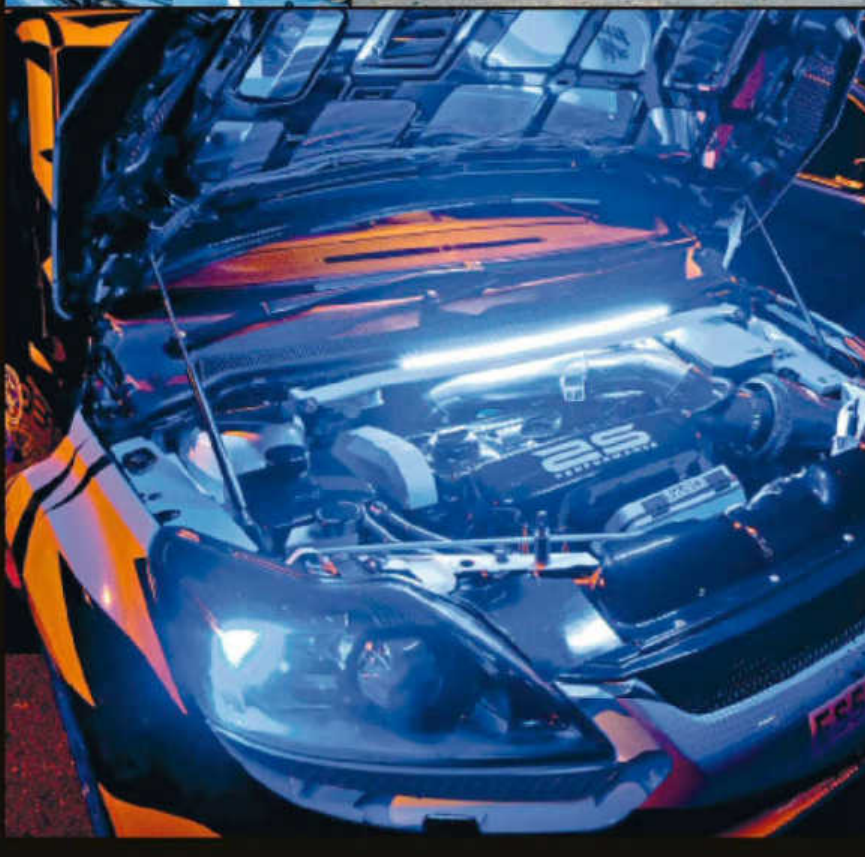


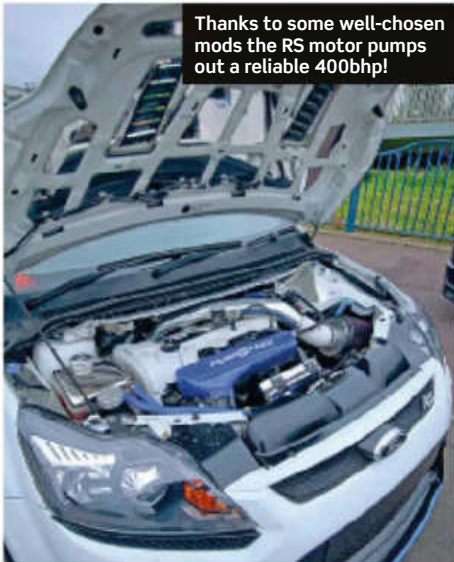
JORDAN WARREN MK7 FIESTA ST

Watford-based Ford fan Jordan Warren made his way down to the Ace Café in his stylishly modified Mk7 Fiesta ST. H&R springs drop the gleaming blue bodywork 50mm closer to the tarmac, improving the car's handling and housing the lightweight motorsport inspired 7x17-inch Team Dynamics Pro Race 1.2 wheels perfectly. An RS front splitter and bonnet vents add extra aggression to the front end too. Packing a full Milltek exhaust system, a Graham Goode induction kit, JSP hoses and an Airtec intercooler –all controlled via a Revo Stage 2 remap – it's also got the performance to back up its good looks.



You need to be early to grab a prime car parking spot at these meets!





Thanks to some well-chosen mods the RS motor pumps out a reliable 400bhp!



“Around 450 cars made the pilgrimage to the Ace for the meet”

The MK2 Focus just sits so well on Rota Grids...

TOM PARKER MK2 FOCUS RS

The Mk2 Focus RS has been blowing up the scene in recent years and only seems to be getting better with each month that passes. Tom Parker from Braintree in Essex is no stranger to the draw of a mighty tuned RS as his stunning white beast of a Mk2 proves. You can't exactly miss it either with those huge bright blue 9.5x18-inch Rota Grid wheels tucked under the bulbous arches that sit considerably lower to terra firma courtesy

of a set of Gaz Gold coilovers. It just looks awesome! Behind the big blue rims is a set of equally large K-Sport eight pot brakes, which indicate that Tom's Focus is packing more ponies under the hood than standard. An AS Performance induction kit mated to a Pumaspeed inlet via an Airtec intercooler takes care of the intake while a Mongoose exhaust takes care of the waste gases at the rear. Fuelling is sorted thanks to a set of 750cc injectors and combined with an AMD map the fighting fit Focus is making a cool 400bhp. Nice!



Billy Westcott's ex-cover car Escort, now sporting tiger stripes! Grrrrrr!





It's nice to see more modified Mk3 ST's making an appearance at events like these



Simple bolt-on upgrades have increased power to 290bhp!



NICK SMITH MK3 FOCUS ST

Another Essex boy hailing from the town of Braintree, Nick Smith bought along his eye catching MK3 Focus ST to join in the PassionFord fun, and we're glad he did. Standing out from the crowd is always something to be applauded and with a stunning white paint job and wheels painted in BMW M4 gold paint, complete with a matching roof panel make Nick's car stand out a mile. But it's not just stand out looks that Nick's gone for as his ST is also packing an AS Performance cold air feed, a Steeda quickshift, a Turbosmart recirculating dump valve, a custom Longlife exhaust system and a Mountune remap to push the power to 290bhp. Luckily a pair of uprated EBC grooved discs have been secreted behind the bling rims to ensure those extra ponies can be reined in when required.





“The remaining cars are forced to park out in the surrounding streets”



The very latest fast Fords sat alongside...



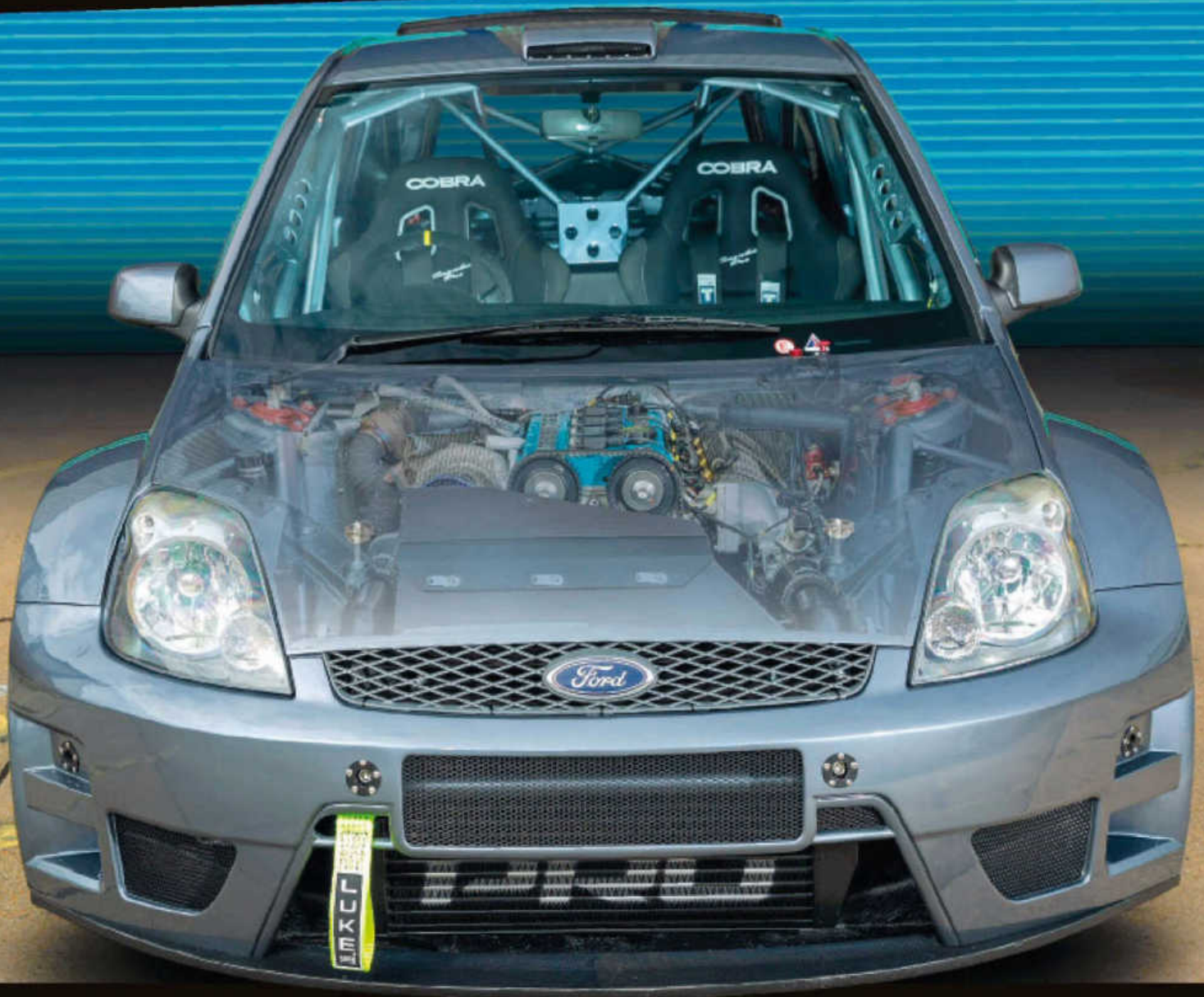
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fastford

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- Telephone numbers starting '070' are usually from our affiliate website carandclassic.co.uk. If you get a message which says 'invalid' this usually means the item is no longer for sale.

CARS FOR SALE

ANGLIA

100E ANGLIA



1958, 14,000 miles, £6,250 ono. 3 owners from new. This car has only had a small amount of restoration but totally original. This car has been totally overhauled in the last month. colinlupp2010@hotmail.co.uk

100E



£3,500. 1800 engine. Twin cam, 5 speed gearbox. 4 pot brakes. Alloys. 4 bar rear axle. Currently SORN. Needs recommissioning. Owned 25 years. Ludlow. 07929 337726 (PB)

CAPRI

CAPRI



1983, £0 offers. Y reg. 2.0S for sale. Has been garaged since May 1990 so in need of some tender loving care but will start. No MoT. All original interior, original wheels and factory fitted tilt and slide sunroof. 07921 210827

CAPRI



1979, 77,000 miles, £3,250. Cots bills. T-reg same as bodies, replacement engine in 2013, £840, brake overhaul £537, matching brown cloth. Original interior, MoT to May 16, always garaged. Somerset. 07840 783722

CORTINA

CORTINA



1977, 53,000 miles, £5,995 or offers. 1.6 GL, one owner since 79, with history, garage stored, last on road 96 yrs MoT, mint condition. 07831 363028 02035 601321

CORTINA MK 5 GHIA



1981, 73,000 miles, £5,995. Restored in 2014 bare metal respray, professionally fitted 5 speed ghia box, new tyres, new carb, new brakes, new screen, sunroof, chatsworth interior no rips no holes lovely condition MoT, drive it away. Nottingham. 07954 176925

COUGAR

COUGAR 2.5i

94,000 miles, £550 ono. V6 24V. Black. MoT run out, needs small amount of work. Leather, Sunroof. Climate Air Con. Alloys, Heated seats, central locking, electric windows, electric seats, Cruisecontrol, side airbags, power steering. Eight service stamps, lots of paperwork, old MoT's etc. Powys. 01686 430774

ESCORT

ESCORT 1.6 GHIA AUTO



1983, 84,000 miles, £1,750. Fully stamped service history, loads of old MoT's and paperwork, Waxoiled and garaged from new, only 3 previous owners, excellent condition inside and out, brand new tyres, must be seen, 11 Months MoT. Hertfordshire. 07816 425379

ESCORT 1600



1986, 94,000 miles, £2,700. Loads of service and receipts plus all MoT's from new. Last service was Feb 2013 done 900 miles since only done 19,000 miles since 2002 its had no welding and would be a great car to restore to mint as its already in great condition. Drives spot on no shakes or knocks at even 100 mph interior is mint too may swap ?? Leicester. 07773 417689

ESCORT BONUS 90 1.3



1989, 35,000 miles, £1,795. 3 door. Time warp condition. 1 owner for 25 years. Original stereo and paintwork. Very good condition. Good history. Somerset. 07811 338541 (PB)

ESCORT CABRIOLET



1994, £1,500. A rare project completed work includes, new roof, clutch, rear bearings, brakes, front discs, front nearside c.v joint and boot. Air filter upgrade, good runner, MoT, full history, price negotiable. Powys. 01597 850149

ESCORT MK1



1972, 45,000 miles, £12,000. 12 month MoT. Car is left hand drive. It has had full outer respray, seats, door cards and rear parcel shelf re upholstered. Brand new carpets fitted. Engine very clean. Car real head turner. Value will only increase year after year. West Midlands. 07979 263497

ESCORT RS2000



1995, 120,000 miles, £3,000. 5 speed manual, green, cloth trim, radio/CD, sun roof, electric windows, alloys, MoT April 2016, drives very nice, good clean original car not messed about with, must be seen. London. 07836 548731

ESCORT XR3i CABRIOLET



1993, 89,900 miles, £1,395. Colour grey, good condition, clutch & cam belt renewed, hood replaced, alloys good tyres, MoT, low cost classic insurance. 07899 756450

FIESTA

FIESTA



1990, EPOA. 1.4 Ghia AUTO, Power steering, 5 door, in metallic mattis blue over grey. Excellent condition. New 1 year Full MoT. This car was supplied new to the first owner. It has only covered a original 27000 miles from new. lots of history bills MoT's etc. £1250 ono REDUCED £950 ono. Luton. 07777 3853551

FIESTA XR2i

1992, 34,000 miles, £200 ono. Engine 1.8 Zetec DOHC. New pulleys and cam belt. Excellent engine. Buyer collects. West Yorkshire. 07854 270069 (PB)

FOCUS

FOCUS RS

£5,250 ono. Green, Starmas alloys, 4 pot calipers, green Cobra seats, new hubs, radius arms G max dampers, alloy fuel tank, engine half built with +40 AE pistons, SW5 cam. Suffolk. 07912 788528

GRANADA

2.8 GHIA

1984, £2,000. Non runner Granny but shed load spares, total clear out, last Granada Mk2 reg in Norfolk. Norfolk. 07768 090407

GRANADA GLX/AUTO 2.0L



1991, 98,161 miles, £1,995. Blue, one family owned before March 15. Garaged, no rust. MoT from March 15. price reflects dent in the door, missing hubcap and light scratches. Non smokers. Oxfordshire. 07907 618759

GRANADA MK2 2.8 ESTATE



1985, 158,000 miles, £3,950 offer. Extras I have fitted are Ghia wheels and grille (I have the original grille), driving and fog lamps, Injection front spoiler, Ghia front over riders with headlamp washers, rear seat belts and a nearside rear fog lamp (as they originally only had one) and a sunroof visor. Wigan. 07778 136563

MONDEO

MONDEO 2.0

1993, £300. Petrol Ghia 5 Door Hatch. With Alloys-Has had same owner for 20 years. No MoT - Good Runner. Scotland. 01416 396837

SCORPIO

SCORPIO COSWORTH ESTATE



1998, 58,000 miles, £4,250. Aubergine metallic with black leather interior. Only 2 owners, in fantastic condition. All extras fitted plus special Ford 16" Multispoke alloys. MoT. 200BHP supercar, awesome performance. Price includes cosse saloon, MoT. Wiltshire. 07901 710129

SIERRA

SIERRA GL

1990, £100. 2.0 litre kit car donor or spares, no offers, buyer collects. Carmarthenshire. 01570 480149

SIERRA XR4X4I

1989, 68500 miles, £6,295 ono. Ford Ex Demo Car and laid up for 17 years. Full MoT, Full Service, Full Stainless Exhaust. New Clutch Fitted July 2015. Excellent Condition, Documented History. Leicestershire. 07883 437443

SIERRA XR4X4I



1989, 68,500 miles, £6,295 ono. Ford Ex Demo Car and laid up for 17 years. Full MoT, Full Service, Full Stainless Exhaust. New Clutch Fitted July 2015. Excellent Condition, Documented History. Leicestershire. 07883 437443

THAMES 300E VAN

THAMES 10 CWT VAN



1949, 44,075 miles, £19,750. Very rare garage find, dry stored 15 years, amazing condition, new battery, coil, leads, plugs, hoses, serviced, now runs great. Surrey. 01306 886808 / 07785 296556 (GB)

VEHICLES WANTED

ANY CLASSIC CAR

1920, £Any, Wanted. In any condition. Any make or model. Please call Dave. West Midlands. 07858 705005 (RB)

FORD CAPRI, CORTINA OR SIERRA

Wanted. Any Model Considered Would prefer a runner or a Light restoration project. Midlands. 07956 296418

PARTS FOR SALE

CLASSIC CAR METAL SUN VISORS



£190 + £25 post. To fit most classics, in etch primer, with fitting clips. West Yorks. 07792 410094

ESCORT MK2

£POA. Door mirrors, inner back door handles pair, pair of RS 2000 rear bumper end caps, MK1 chrome wiper arms, assorted brackets for bumpers etc. Somerset. 01458 834140

FORD CORTINA MK 5

1980, £POA. Estate, corn bumpers rear bumper overriders to just the mirror on the passenger side, seats belts for back seats. Northamptonshire. 01604 467933

FORD GALAXY GHIA SEVEN SEATER



£985. Full leather interior, in dark beige and grey piping. This interior comes with 5 passenger seats that can fold, driver and front passenger seat can turn 360, door cards, center console, load cover. All in mint condition no wear on bolsters, would be ideal for up grade. Buyer collects. No time wasters no offers. 01212 934307

FORD MONDEO MK3



£POA. Half leather front and rear seat removed from a 07regSTtdci hatchback with 28000 miles on front seats are heated and electric up and down are in good condition selling due to upgrading interior now with the heated seat switch for free or £225 for the switch and the seats for free. 07790 305254

FORD RS2000 MK2



£1,650. In stunning condition very rare items, old school classic. No longer available from ford. 07867 840819

FORD SCORPIO GRANADA

1992, £495. Front and rear leather seats, electrically operated adjustments and heated front seats. Also door cards to match with wood effect inserts. Gloucestershire. 01242 230616

FORD ZODIAC



1965, £150. Farnham Estate tailgate with stays, hinges and glass etc. Good condition. Kent. 01474 708586 (PB)

MK1 ESCORT

£Offers. S/hand, 2 front doors. 1 o/s, 1 n/s. New 1 o/s front wing. 1 rear outer wheel arch n/s. 2 rear inner wheel arches. 1. o/s wing door mirror. Kent. 01322 863500

NEAR SIDE FRONT HEADLAMP ASSEMBLY

£25. To Fit Late 1990's Escort. Slight Graze to the Lense. Nottingham. 0115 925 7829

ROSTYLE WHEELS

£POA. 55/51/21. Need refurb. £30 set or £30 for all 16 wheels. To clear, Cortina Mk5 bumper end caps £5 set. 1x Capri Laser alloy with new 185 6013 tyre £10. Hampshire. 07513 315340 (PB)

PARTS WANTED

FIESTA

Wanted. CVT gearbox wanted for 1995 Mk3 automatic. Must be low miles. Consider whole car if driveable. London. 020 8361 3711 (PB)

FORD FIESTA MK 4 1.3 LXI

Wanted. Automatic gearbox, will buy whole car for working gearbox. 020 8361 8154

MISCELLANEOUS

AUSTIN J40 PEDAL CAR



1950, £3,250 ono. This car has been professionally restored regardless of cost. A lovely usable investment. Shropshire. 01746 765134

MODEL CARS FOR SALE

£Various. Matchbox Yesteryear, only £2.50 each. Vanguards, Corgis, £10 each. Motorsport sets, £20 each. Ford Capri, Ford Escort: Delprado/French cars/Rallye cars, £5.50 each. Hampshire. 07467 618113 (RB)

MISCELLANEOUS FOR SALE

12 VOLT WINCH



£50. Fantom 2500kg pull winch, complete as new, with instructions and accessories. Staffordshire. 01543 418993

3 GARGOYLE MOBIL OIL SIGNS



£60 the lot. Enamel, steel Mobilgas gargoyle, vacuum oil company. Surrey. 07534 431198 (RB)

B15 LLY

£6,000. (Billy) registration number on retention 1984-85, B prefix. Ayrshire. 01292 284644

BSA D1

1963, £3,000. Genuine rare! Telegram boys Royal Mail motorcycle. Post Office red. 125cc. Stunning nut and bolt restoration. Show use. All rare G.P.O. fittings and pouch. History, photo file. Mint condition. New everything?. Avon. 07840 400569 (RB)

INTERIOR DOOR HANDLE REMOVER



£14. This tool makes a very easy job to remove retaining pins on interior door handles and refit vehicles 40/50/60s, made by Sykes Pickavant, discontinued item. Lancs. 07966 238502

MOTORING MASCOTS OF THE WORLD

1990, £150 post free. By William C Williams, mint, with dust cover, never used, 231 pages. Dorset. 07794 775640

SWINGLIFT ELECTRIC CRANE



£75. Working order. 250kg lift capacity. Buyer collects. No offers. Norfolk. 07552 386938 (RB)

LITERATURE AND INFORMATION

ANNUALS



1979, £10. Motor Road Test. Bedfordshire. 01234 213871 (RB)

AUTOCAR ROAD TESTS

£POA. Complete run of road tests since 1950. Also Motor Sports from 1970 to 1997. Also original instruction manuals for some classic cars. Offers. Shropshire. 01691 623474

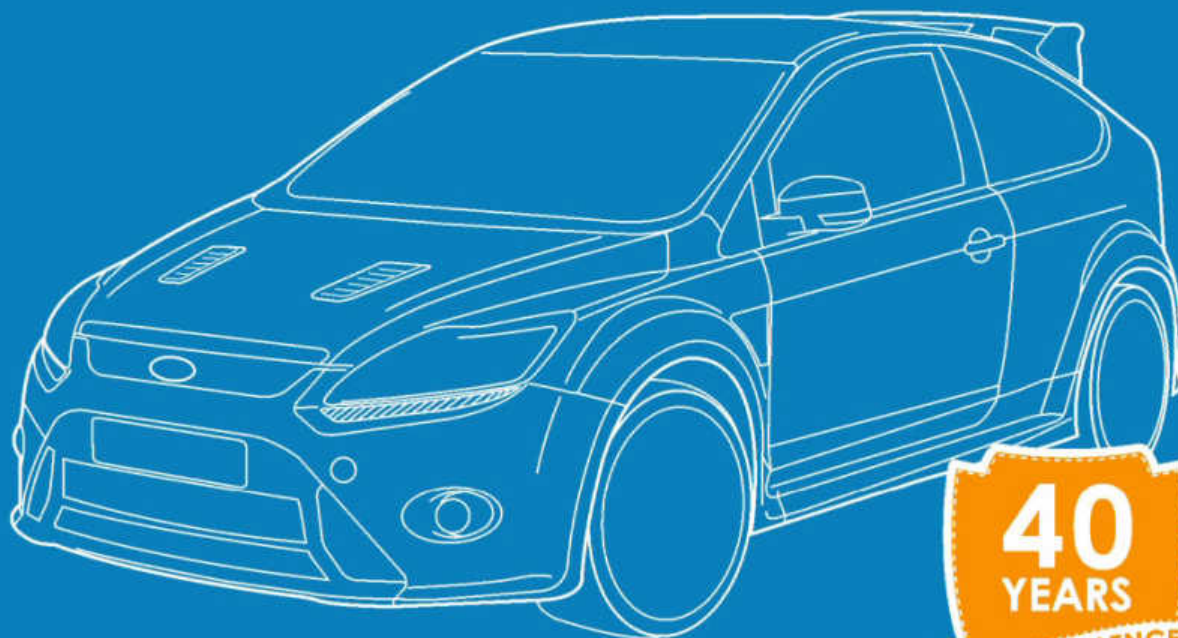
OLD CAR MAGAZINES

£2 each mag. Street Machine 1984 x 1, 1983 x 3, 1988 x 2, 1987 x 3. Car Mechanics 1963 £3. Rod and Custom 1978 x 1. Autocar 1981 x 3. Sports Car 1958 x 1 £3. Practical Motorist 1964 x 1 £2. Will post. Devon. 07971 687318

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SEPT 2015 IN THIS ISSUE



S1 RS TURBO 12

230bhp stunner resprayed in Auralis Blue!



RS COMBE 20

Full report from the Bristol and Swindon RSOC event.



COSSIE CELEBRATION 30

Group gathering at Santa Pod to mark 30 years of a legend.



MK2 FOCUS RS 74

430bhp RS is a true road and track weapon.



MK3 FOCUS ST 84

Low-riding Focus ST running on air suspension.



ACE CAFE MEET 102

The members of Passion Ford meet at the legendary venue.

The big, sleek, two-door Fiera has to be one of the coolest concept cars never to make it into production



FORDS YOU NEVER KNEW EXISTED

#71 FORD FIERA

Based quite heavily on the Ford Galaxie XL fastback of 1968, it's no real surprise that the Fiera was one of the coolest concept cars to hail from the Ford stable. It featured many design tweaks that distinguish it from the mass-produced XL, yet still retained that iconic muscle car styling that made it so appealing in the first place.

One of the biggest changes, although not immediately recognisable, was the alteration to the roofline. The Fiera's is considerably lower, and meant changes to the angle of both the front windscreen and rear

window were required. The result is one very sleek looking car with very clean and uncluttered lines. A deep, recessed front grille that hides away the headlights, and the deletion of the XL's vent windows, side mouldings, side indicator lenses, and rear side reflectors are all further efforts to clean up the Fiera's design and add to the sleek appeal. Even the wing mirrors were replaced with bullet-style racing items to fit in with the smooth overall appearance.

Under the bonnet lurked a whopping 428ci V8 – that's over 7.0-litres! Assuming it was based

on the same unit as found in the Thunderbird and Galaxie (and others) of the time, the stock power output would have been in the 345-350bhp region. But just imagine what that could be increased to with just a few simple bolt-on upgrades!

Ford themselves felt the need to improve the braking as a result of fitting such a huge motor, and the rear wheel arches were in fact enlarged over the XL's, and a pair of cooling ducts were grafted into the Fiera's bodywork just in front of the rear wheels.

Under the arches lived a new set of trident-design cast aluminium wheels, wrapped in white wall tyres.

Basically, the Fiera was pretty much a ready-made hot-rod – featuring a sleek design, roof chop, shaved door handles, deleted body mouldings and trim, uprated brake cooling modifications, and the biggest V8 you can fit under the bonnet!



The Fiera was a ready-modified version of the Galaxie XL...

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